

# GRAIN DEALERS JOURNAL

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CHICAGO, ILL., NOVEMBER 25, 1899.

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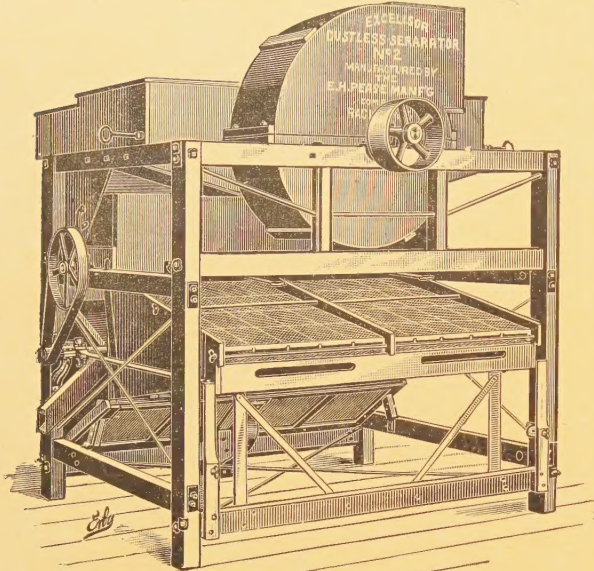
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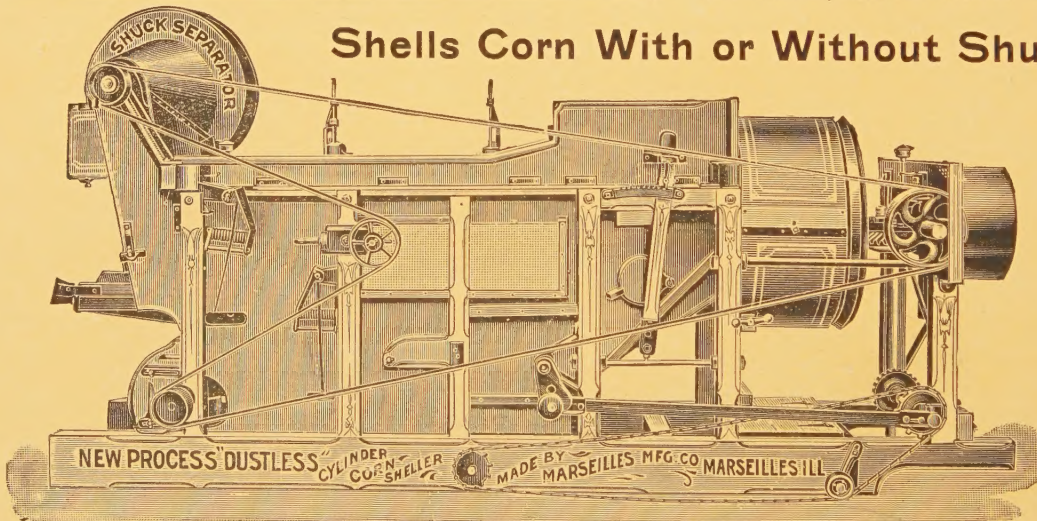
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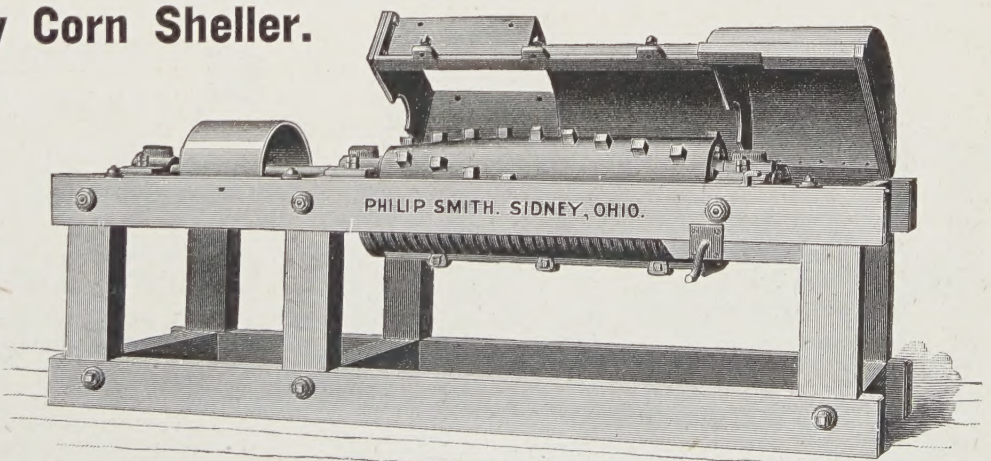
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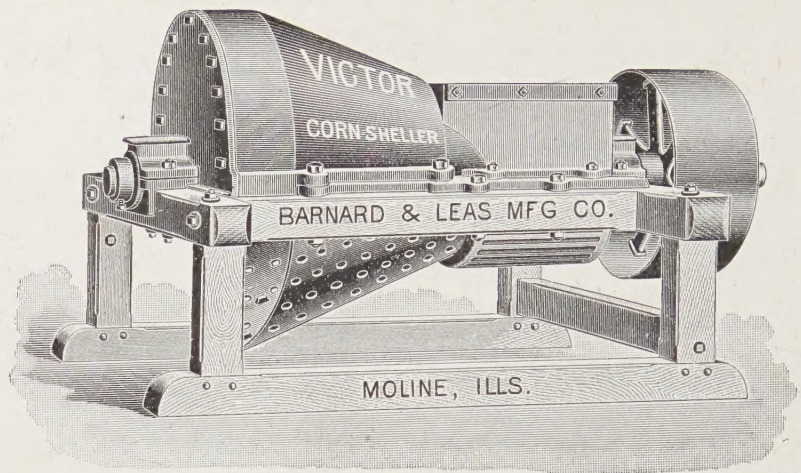
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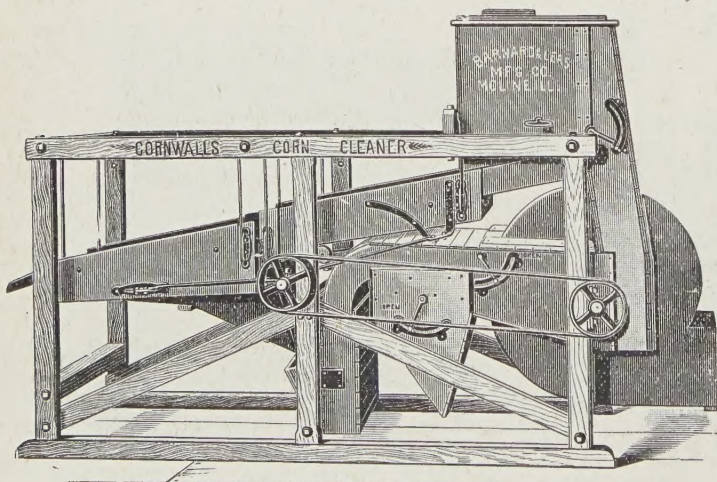
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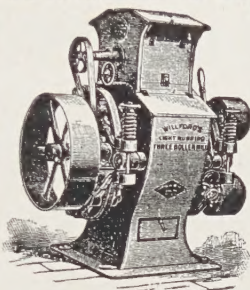
Is adapted for the use of country grain shippers, to keep a record of all cars of grain shipped. This book is 9½ x 12 inches and has space for 2500 cars. The leaves are made of ledger paper, ruled for date sold, date shipped, car number, initials, to whom sold, destination, grain, grade sold, their inspection, discount, amount freight, our weight, bushels, destination, bushels, over, short, price, amount freight, other charges and remarks. It is well bound in strong board covers, with leather back and corners. Price \$1.50.

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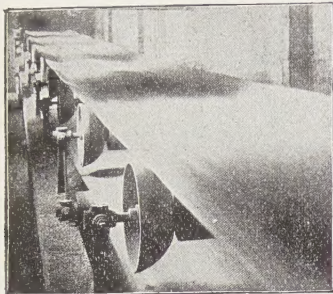
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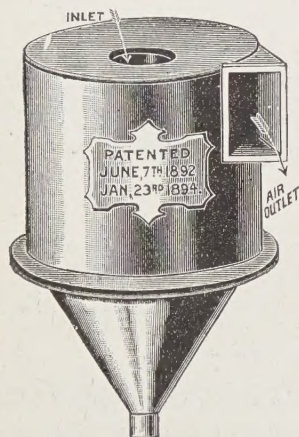
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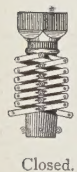
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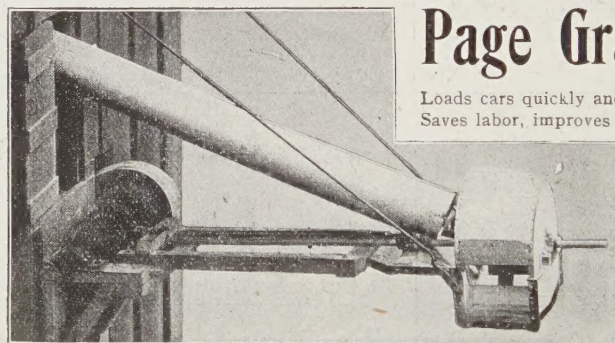
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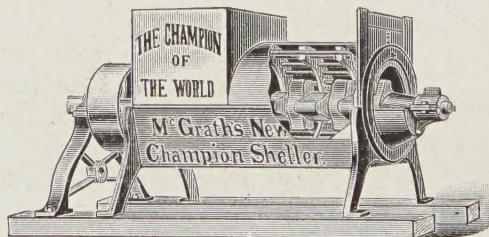
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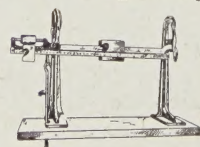
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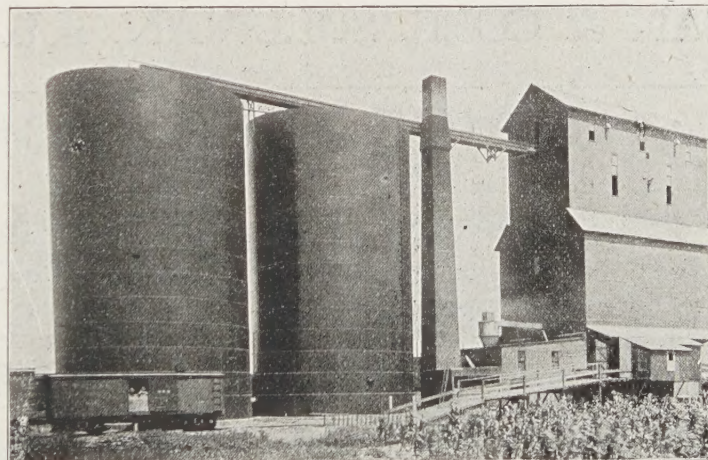
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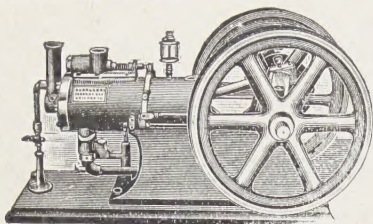
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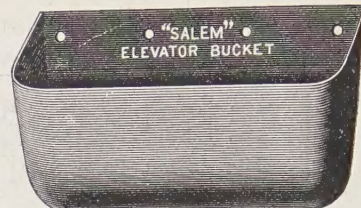
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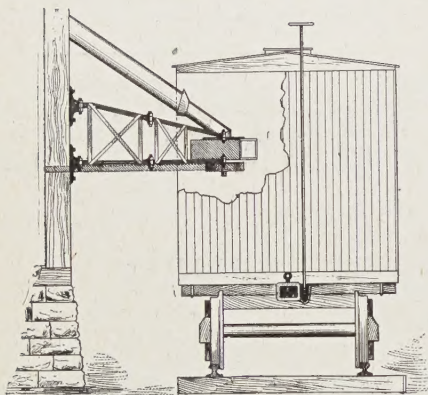
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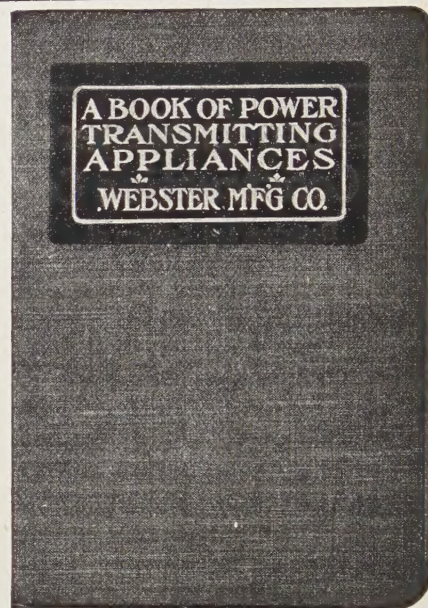
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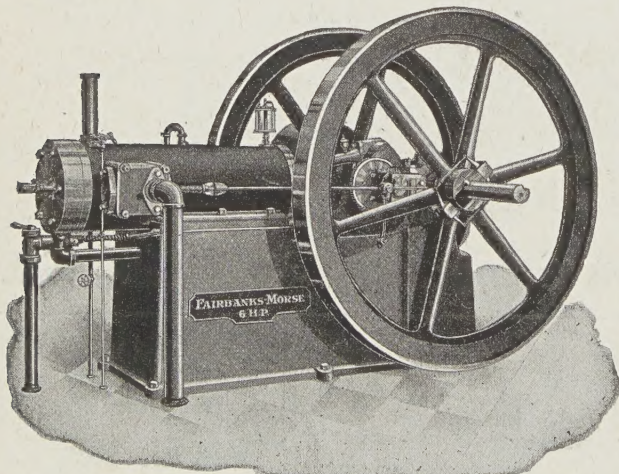
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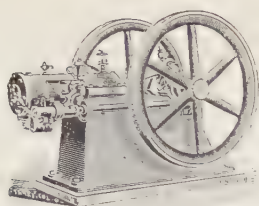
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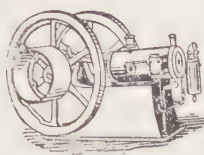


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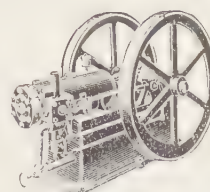
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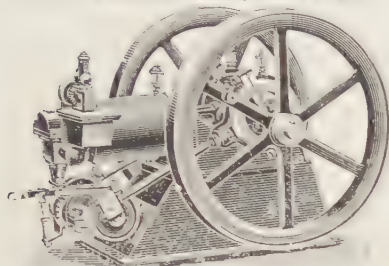
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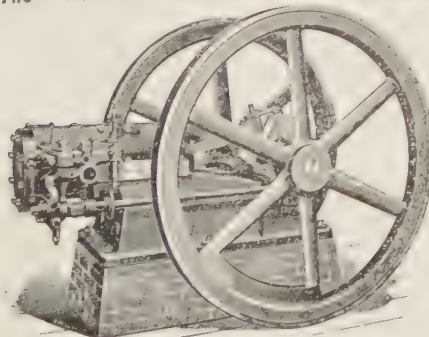
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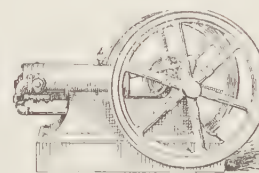
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GASOLINE ENGINES wanted, or will exchange. All makes and sizes. McDonald, 60 S. Canal street, Chicago.

GASOLINE engine wanted, all kinds, by elevator men everywhere. Don't let yours rust away. Advertise it here and get your price for it.

BOILER, 10 or 11-ft., 40-h. p., and one 30 or 35-h. p. engine, wanted; cheap and good for cash, if works to my satisfaction. Morgan Johnson, Greenville, O.

## MACHINES WANTED.

SECOND HAND scale, cleaner, clipper or other machinery can be obtained at a low price by advertising your want.

FRENCH burr corn and feed mill wanted. Second hand, 18-in., with bolt or sieve for meal; at price not over \$30. Byron McEvers, Glasgow, Illinois.

SCALES wanted; anyone willing to sell two 500-bu., or larger, Fairbanks hopper scales at a low price can find a cash buyer by addressing Standard Scale & Fixt. Co., St. Louis, Mo.



**WANTED.**

POSITION wanted in elevator by experienced man. La Verne Lewellyn, 209 E. 64th St., Chicago.

POSITION wanted by an experienced grain man. Buyer, Box 9, care Grain Dealers Journal, 10 Pacific av., Chicago.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

POSITION wanted as manager in good elevator; understand grain business; 10 years' experience; good recommendations if wanted. J. H. Cruse, Houston, O.

EXPERIENCED grain and lumber man would be willing to assume the management of a line of elevators or lumber yards for a share of the profits. Write L. B. 8, Boyden, Ia.

WANTED, in case we don't sell half interest in Wamego elevator, an all-around elevator man who can attend to the business and elevator in case the proprietor is away. Jas. Sheeran, Chapman, Kan.

ELEVATORS WANTED. We have frequent inquiries from grain dealers who desire to buy and rent elevators. If you wish to sell or lease your elevator list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Grain Dealers' Exchange, 94 Traders' Bldg., Chicago.

**WANTED-MISCELLANEOUS.**

Cards wanted, second-hand, to fit a 3x5-inch Globe Card Index. If only one side is clear of marks cards will answer my purpose. Address Cards, Box 9, care Grain Dealers Journal, Chicago.

**MACHINES FOR SALE.**

IF YOU do not find what you want advertise for it here.

TWO Eureka grain cleaners for sale. No. 21-2; cap. 70 to 90 bu. an hour. Phoenix Flour Mill, Evansville, Ind.

CAR SHIFTING DEVICE. More powerful than team of horses or 10 men; sent on trial. Price \$5. Write K. H. Stafford & Bros., 22 Van Buren St., Chicago.

\$25 buys our grain, ear corn and coal elevator, delivered; capacity 500 to 1,000 bu. per hour; new and second-hand boilers, engines and machinery. Bicknell Bros., Janesville, Wis.

ONE No. 31 Barnard & Leas special receiving separator, capacity 100 bu. an hour; used only 1 month; and some reels suitable for rye bolts for sale. W. H. Caldwell, 703 Royal Ins. Bldg., Chicago.

FEED ROLLS, SCALES.—3 three-high feed rolls; 3 600-bu. and 3 60-bu. Fairbanks hopper scales at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Av. S., Minneapolis, Minn.

**FOR SALE-MISCELLANEOUS.**

GOOD steam mill in a good grain and dairy country for sale cheap; no competition in either. For particulars address Briden & Altland, Janesville, Ia.

A BARGAIN.—The fact that you read the ads. in this department should be sufficient to convince you that your ad. would be read by others. Try it.

G. S. Connard & Co., Elwin, Ill.: We are well pleased with the Journal and think it would be of benefit to every dealer in Illinois.

**GRAIN FOR SALE AND WANTED.**

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

CHOICE lots of seed or grain can be sold at premium by advertising here. Try it.

SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.

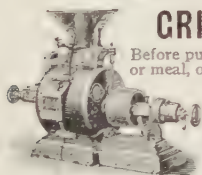
OATS wanted. Red rust-proof, free of Johnson grass; also big-yielding pure white oats. E. Schiff Co., Greenville, Tex.

The government statistician at Sydney, New South Wales, announces that the present wheat yield will be double that of last year.

L. Z. Leiter has brought suit against Alexander Geddes at Chicago to recover money advanced at the time of the famous wheat deal. Mr. Geddes handled the foreign business, amounting to 2,500,000 bushels, on a percentage of 1 to 1½. About \$100,000 was advanced.

W. H. Caldwell, the Chicago representative of the Barnard & Leas Mfg. Co., reports the sale to Armour & Co. of two No. 4 Barnard Receiving Separators for Armour D elevator, Chicago, and two sixty-cylinder Cornwall Barley Separators for one of the firm's Milwaukee elevators.

The Woodson-Young Grain Co. has brought suit against the Hannibal & St. Joe Railroad Company for damages with legal interest in the sum of \$1,895.85. The railroad company failed to deliver four car loads of wheat transported from Kansas City to St. Louis. The wheat was consigned to plaintiffs by Tomlin & Beall.

**GRINDING MILLS.**

Before purchasing a mill for grinding feed or meal, or anything that can be ground on a mill, write us for catalogue and discounts. Guaranteed and shipped on trial.

Manufacturers of French Burr Mills, Corn Shellers, Crushers, and full line of Flour Mill Machinery.

SPROUT, WALDRON & CO., Drawer H, MUNCY, PA

**500 Bu. Portable Corn Crib.**

Built in 2 sections with gate. Slats tough hard wood, 2x½ in. space; 1½ in. best galvanized annealed steel wire; set up on a dry knoll where rain will drain away from it. Put a wide board from gate to center of crib to shovel on. Just the thing for the surplus corn crop. Wholesale price \$4.50 each, F.O.B. Peoria.

KINGMAN & CO., PEORIA, ILL.

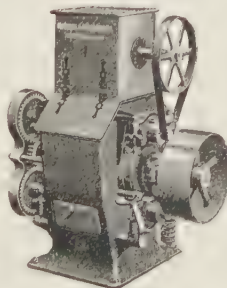
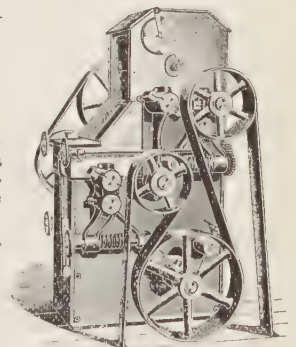
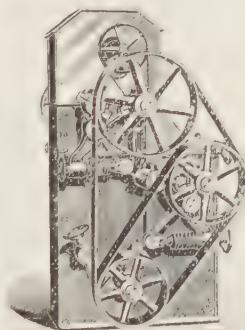
**Northway's 4 and 6 Roll Corn and Feed Mill****GUARANTEED  
LARGEST CAPACITY  
FOR POWER  
CONSUMED....**

Wide Bearings.  
Splendid Belt Contact.  
Simple and Convenient Adjustments.  
Can be driven on either side from a shaft running in either direction.  
Sent on 30 days' trial to responsible parties.

**Strong & Northway  
Mfg. Company,**

129 Fifth Avenue, So.,  
MINNEAPOLIS, Minn.

PLEASE MENTION THIS PAPER.



3 PAIR HIGH-  
6 ROLLER MILL.

**Feed Mills  
Roller and French Buhr.**

For Durability, Simplicity, Large Capacity, Uniform Grinding and Light Running, our Mills are Unexcelled.

WE  
MAKE

THREE ROLL-TWO BREAK MILLS—2 sizes,  
THREE PAIR HIGH-6 ROLLER MILLS—4 sizes,  
TWO PAIR HIGH-4 ROLLER MILLS—5 sizes,  
And 85 Sizes and Styles of BUHR STONE MILLS.

Send for Catalog and Prices.

**NORDYKE & MARMON CO.,**

FLOUR MILL BUILDERS.

ESTAB. 1851.

37 Day St., INDIANAPOLIS, IND



## Clarks Grain Tables

AVOID UNNECESSARY FIGURING,  
PREVENT ERRORS IN COMPUTATIONS  
BY USING

CLARK'S STANDARD SERIES  
OF GRAIN CALCULATORS,  
FOR REDUCING POUNDS TO BUSHELS.

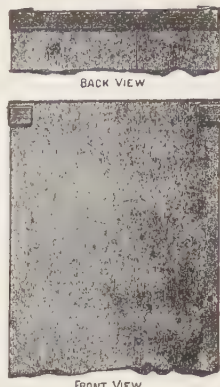
**Clark's Grain Tables for Wagon Loads** reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 58 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

**Clark's Vest Pocket Grain Tables** include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book 2¾ inches wide by 8¾ inches long. Price 50 cents.

**Clark's Grain Tables for Car Loads** reduces any amount from 20,000 to 64,000 lbs. to bushels, and is designed for use by Shippers and Commission Merchants. It is printed on good paper from heavy faced type and bound in cloth. It contains 16 tables, which show the equivalent in bushels of 32, 56, 60 and 48 lbs., of any amount from 20,000 to 64,000 lbs. Price \$1.50.

**Bushel Values** is a companion table for wagon loads. It shows the cost of bushels and lbs., when the market price is any amount from 15 cents to \$1.04 per bushel. It is conveniently arranged and easily understood. It is printed on good paper and bound in heavy cover paper. Price 50 cents.

Any of the above tables can be obtained from the  
**GRAIN DEALERS COMPANY,**  
10 PACIFIC AVE. CHICAGO, ILL.



## Metal Clasp Sample Envelopes....

Only Perfect Device for Mailing  
Flour and Grains with safety

AT REDUCED RATES OF POSTAGE.

SEND FOR SAMPLES AND PRICES.

**BAKER-VAWTER COMPANY,**

Originators of the Perpetual Ledger and other  
Special Systems for Grain Dealers,  
Flour Merchants and Brokers,

1123 Chamber of Commerce. ...CHICAGO.

## Improved Grain Register and Car Record.

The  
Handiest Books  
for  
Grain Dealers.

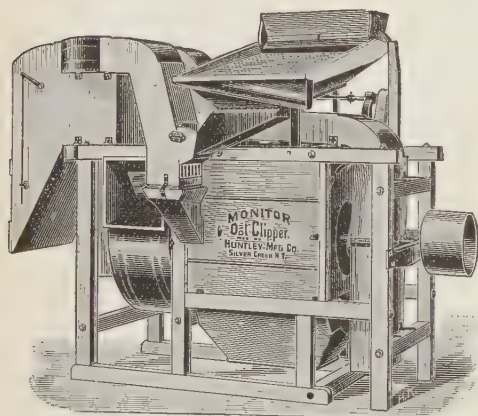
SIMPLIFY THE WORK.

PREVENT MISTAKES.

Hundreds of testimonials. Write for sample sheets to.....

**FESTNER & CLEMENT,**

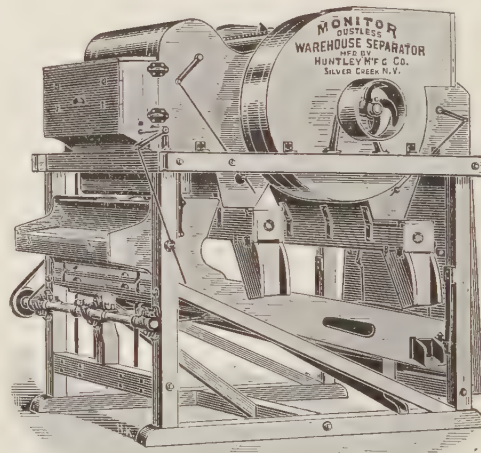
1307 Howard Street, OMAHA, Nebraska.



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MFG. CO.**

SILVER CREEK, N. Y.,  
SOLE MANUFACTURERS.

**B. F. RYER,**  
Gen'l Western Agent,  
32 Traders Bldg., CHICAGO, ILL.



**MONITOR MACHINES** STANDARD  
THE WORLD OVER.

Barley, Corn, Flax  
Cleaners.

**OAT CLIPPERS,  
GRAIN CLEANERS.**

**High Grade**—————**Superior Construction**

Write for Full Information, Circulars, Etc.



# GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month  
BY THE

**GRAIN DEALERS COMPANY.**

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, . . . . . Editor.  
J. CARVER STRONG, Advertising Representative.  
NORMAN H. CAMP, . . . . . Attorney for the Company.

Price, Five Cents a Copy: One Dollar Per Year.  
Foreign Subscriptions, \$1.50 per year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., NOVEMBER 25, 1899.

By consigning low grades grain shippers will avoid exasperating discounts.

Can it be the unlimited supply of sales of wind grain is responsible for existing low prices?

FOR SALE cheap: A number of estimates on the 1899 corn crop. Address Any Speculator, Guessville, State of Uncertainty.

Shippers who sell on track and then attempt to fill orders with off-grade grain generally experience sore disappointment.

. Again we say it is not necessary to stamp your grain tickets, if you will use the form printed in the Grain Dealers Journal.

An Illinois shipper decorates his letter head with the following sensible laconic statement: "Prepay telegrams; we prepay ours."

Any one informing the anxious shorts how to let go of their flaxseed deals without loss will be presented with a rich Christmas present.

We invite regular dealers to make use of their Journal and favor their brother dealers with their experiences and their opinions on trade troubles.

If you earnestly desire to reduce the risk of your elevator being destroyed by fire, keep barrels and buckets well filled with salt water on each floor.

If the private car abuse was stopped, one means of discrimination would be removed and railroad companies would be in a better position to fulfill their duty to the shipping public.

A doctor has been sentenced by an Indiana jury to three years in the penitentiary for taking a few ears of corn from a farmer's crib one night while returning home from a professional call. This sentence, while somewhat rigorous, should serve as a warning to terminal

elevator men who dock receipts for future shrinkage.

It will not be necessary to deduct two cents from each check issued to farmer for load of grain in order to avoid payment of revenue tax. Use form published in this number and stamps are not needed.

The country grain dealer who is troubled with high bids of feeders should educate them to using ground feed and then sell them his off grade grain, cobs, screenings, etc., reduced to any degree of fineness desired.

The investigation of the affairs of certain Board of Trade firms who are charged with bucket-shopping their orders has had an excellent effect on speculators. They are more careful in selecting their agents.

The country dealer who gives the farmer the weights of grain in his load upon an envelope or sheet of paper bearing an ad. of a track buyer or grain receiver may be covering seeds of discontent with rich fertilizer.

If all shippers experiencing shortages in shipments would immediately report all details and elevator where unloaded to the secretary of the Grain Dealers' National Association, any house afflicted with chronic shortages would soon be detected.

If it is wrong to steal grain, then it is not right that shippers should be docked at terminal markets to make good future shrinkage. How the commercial exchanges can continue to permit the present practice we are not able to discern.

The war being conducted in the East and South Africa do not seem to have made any difference in the prices of grain. For a time the South African war interfered with the transportation of American grain to Europe, but rates have again reached a normal figure.

The trunk lines are already notifying patrons that freight rates on grain will probably be advanced Jan. 1 to the old 25 cents basis. Rates are already too high and should be reduced instead of advanced. It will bar us from foreign grain markets until the lakes are open to navigation and the accompanying low rates are again in force.

Every country elevator man who uses a gasoline engine will be much grieved by the persistent efforts being made by the attorney generals of Ohio, Michigan, Nebraska and other states to bring about a dissolution of that great philanthropic organization known as the Standard Oil Co., the company which is responsible for 15-cent gasoline.

An Indiana landlord has been sued for the burning of a neighbor's barn caused by carelessness of his tenant. If landlords are responsible in such cases, why is not the railroad company which leases ground to country dealers for elevator sites responsible for damage done to those elevators by fires originating from sparks emitted by passing locomotives?

A shipper who complains of shortages in his shipments writes: "I have no shipping scale, and therefore weigh very little of my grain." The grain dealer may as well attempt to do business in the dark as to do business without a shipping scale. With only his receiving scale to weigh grain on, business at best with him will be only a guessing contest.

Belgium has a company which insures merchants against the deterioration of foodstuffs. Such a company would find many customers by canvassing the grain shippers of the United States. The amounts lost by corn shippers last spring due to deterioration of their grain caused by delay in transit or delay in cars at terminals would amount to many thousand dollars.

It is gratifying to be able to announce that many track buyers and receivers are making an earnest effort to avoid doing business with irregular grain dealers. Experience has proved to them that it is safer to do business with a shipper who has some permanent investment in the business. They have also learned that to solicit the business of an irregular shipper is to incur the displeasure of the regular trade.

It is worthy of note that the Chicago Board of Trade weighmaster recently received a certificate of weight on an empty car which corresponded exactly with the weight stenciled on the side of the car. It was so unusual that the weighman took the precaution to call in four men, have them watch the weighing and sign their names on certificate as witnesses to the correct weighing of the car.

Bucket shopping on the Chicago Board of Trade by its own members has received a much needed check during the past few weeks, and the desire for reform is spreading to the stock exchanges and the commercial exchanges of other cities. This is truly an encouraging sign. The whisperings of illegal practices which have floated about the Board for some months may now be expected to cease. The new rules made by the directors show that there is no disposition to take halfway measures. They are not disposed to compromise with wrong, but by their actions show



an honest determination to protect the interests of outsiders doing business on the floor.

It is now estimated that the corn crop for 1900 will be equal if not larger, and some enthusiastic writers of circular letters are predicting early depression in the market as the result.

The inimitable joker of Swisshelm, Highland Co., Ohio, who guarantees dollar wheat for six years should start a bucket shop. He is wasting entirely too much gray matter upon the grain merchants of the country. Farmers may be gullible enough to ship wheat on his order, but when he solicits shipments from intelligent grain dealers, he adds insult to injury and gives offense meriting a sound thrashing.

Prices of nearly every commodity have advanced materially during recent months, yet the prices of grain remain at about the same level notwithstanding transportation rates have been considerably increased. The short crop and small reserve supply are surely not responsible for the depression. If this condition continues longer the farmer will raise a large crop of discontent, and Populism will have another inning.

A prominent track buyer states on its card bids that, "we would prefer that you sell bushels instead of cars. You can then load car to capacity." The practice of selling by car loads cannot last. It has always been a source of trouble to the trade, in fact, few if any shippers have conducted much business by car loads without experiencing trouble. A bushel is a definite quantity. A car load is anything from 30,000 to 100,000 pounds.

It is encouraging to know that an earnest agitation is being waged on the Chicago Board of Trade in favor of a change of rules of its clearing-house so as to forbid the clearing of trades farther than 90 days away. Such a rule would encourage trading in nearby months and give the bull a little more show for his money. There seems no good reason why trading as well as clearing should not be confined to at least the next month.

A general freight agent who was beseeched to lend his assistance to reduce shortages in grain shipments expressed a desire "to protect the grain shippers on this road, as well as to protect the freight receipts of the road," by insisting that all grain carried to terminal markets be reported to credit of shipper. If each car was docked only two bushels the amount thus lost to shippers to a large market like Minneapolis or Chicago would amount to over 40,000 bushels a month. This would mean a

loss of freight to the railroad companies of at least \$5,000. When the railroad companies establish depots for bulk grain at terminals, then will they be able to depend upon reported weights including grain now lost by dockage and careless handling.

It is better to handle one-third or even one-fourth of a crop on a 2-cent margin, than to handle two-thirds or three-fourths of a crop for nothing. This is reasonable and no buyer will take exception to the statement, yet many of them are to-day permitting petty jealousies to draw them into fights which drove all profit out of the business. Great is the need of association work in territories so grievously afflicted with this raging disease—jealousy.

A well-sprinkled risk, the Illinois Cereal Co., was burned at Bloomington, Ill., and is practically a total loss. A preliminary dust explosion put the sprinklers out of business.—Insurance Monitor. If the insurance companies would give credit for equipping cereal plants with dust collecting apparatus, this plant would not have been destroyed by dust explosion. They place much dependence upon the sprinkler to reduce the fire hazard, but it seems they have not yet opened their eyes to value of dust collectors.

New York sent a commission to Chicago this week for the purpose of learning why its export grain trade had decreased. Chicago shippers express their opinions with a frankness that pained the New Yorkers. When New York provides proper facilities in the way of modern elevators for the rapid and economical handling of large quantities of grain, it will prove a more attractive market than at present. Canals are good rate regulators, but cannot be expected to transport large quantities of grain unless the canal as well as the canal boats are improved in keeping with modern business methods.

It is gratifying to know that some of the steel plate mills which worked their "busy" bluff to raise prices so long are beginning to find they are without prospective business. The steel mills raised the price so fast that they killed the business. If they had maintained the price of plates at a reasonable figure many more steel tanks and steel elevators would have been built during the past year. Some who planned to build during '98, but were scared off by the war, later found that the increase in price was too much to warrant them in proceeding. A few have erected wooden storage plants, others have waited and it is reasonable to expect that if prices decline to anywhere near a fair price, by spring more steel elevators and steel

storage plants will be erected during 1900 than are now standing.

The exporting millers are making a very determined effort to have the flour export rates reduced to a figure more in keeping with the export rates of grain. A discrimination in favor of grain to the extent of eight cents or even four cents does seem unfair. The interstate commerce commission recommended that the differential should not exceed two cents. The millers have declared most vigorously against any differential, but they cannot be credited with being in earnest and would no doubt gladly compromise by accepting a two-cent differential.

The grain dealer who is not desirous of making a living profit himself, and not willing to let other dealers make a profit merits no consideration at the hands of anyone identified with the trade. The man is surely bringing disaster upon himself as well as upon his competitors and those who now favor him by handling his business are sure to suffer when misfortune at last overtakes him, as it surely will do if he persists in his bull-headed course. A firm will and bull-dog obstinacy are quite different. The business man of to-day has no need of the latter characteristic neither can he succeed if he be so unfortunate as to possess it.

An Ohio shipper who has been placed in a very embarrassing position by the recent car famine and rise in freight rates asks a question in this number which no doubt has been asked by many shippers before. Like other shippers he sold grain for October delivery, applied for cars and received them not. Now that the freight rates have been advanced, the increased cost of delivery, even were he able to get cars, would inflict a heavy loss upon him. This is not fair to the shipper. Many traffic managers recognize the injustice of such extortion, and have carried shippers' grain to the extent of cars ordered prior to advance in rates, at the old schedule. No doubt our correspondent would receive the same treatment were he to obtain a hearing before the proper official.

The representatives of different associations of manufacturers and merchants met in Chicago recently and organized the Industrial Commercial Congress for the purpose of securing the enlargement of the powers of the Interstate Commerce Commission, and to secure the amendment of the Interstate Commerce law. The commission is to be given power to enforce its orders, and sixty days' notice must be given of any change to be made in rates. Under the old law which required three



days' notice for reduction of rates many rank abuses have been practiced. Frequently favored shippers have been notified many days prior to filing public notice of reduction and have profited thereby to the injury of their uninformed competitors.

The fire insurance agents may raise no objections to an elevator man placing his gasoline engine inside his elevator, but when he has so placed it they will tax him for unnecessarily increasing the fire hazard. The expense of constructing a small brick house large enough to accommodate a gasoline engine 20 or more feet from the elevator will not cost much over \$150. Some companies discriminate sharply in favor of elevators having engine in independent house. One man who carried \$10,000 insurance most of the year on his elevator and contents reduced the cost of his insurance \$50 a year by placing engine in separate building. Other elevator men can bring about a like saving and largely reduce the risk of fire by meeting requirements of the insurance companies regarding placing of power plants.

The United States Supreme Court has recently rendered a decision of unusual importance to country elevator men who own houses on railroad right of way. It has long been maintained with very reasonable argument, that the clause which railroad companies insert in all leases they issue to grain dealers for elevator site, releasing them from liability for damage to the elevator by fires caused by sparks from company's locomotives, or by carelessness or negligence of its employees is contrary to public policy. It surely relieves the carrier's agents from the necessity of exercising the same carefulness lest they do damage to another's property as is required of others. Neither will the railway managers exercise the same care in equipping their locomotives with spark arresters as they would do, were they liable for every fire caused by sparks from their engines. The case in which the decision was made was one brought against the C. M. & St. P. R. R. by seven insurance companies which paid a loss of \$23,450 on an elevator at Monticello, Iowa, which was destroyed by fire started by sparks from a locomotive. Iowa courts have held that it was contrary to public policy to release any one from liability for damages by fires resulting from their own carelessness. This seems equitable, yet the United States Supreme Court holds that the case is one subject only to local law, and, inasmuch as the state sustains the contract to release the railroad from such liability, the Supreme Court refuses to interfere, hence the last deci-

sion in favor of the railroad company stands. This, of course, has no bearing on cases in other states which must as in Iowa, be controlled by state laws. The elevator man must keep in mind when signing such a contract with a railway company that if he permits the releasing clause to be placed in his lease the insurance company will charge him 50 cents a hundred extra for his insurance.

## LETTERS FROM THE TRADE

[Regular grain dealers are invited to contribute letters on grain trade subjects, for publication in this department.]

### FORM OF GRAIN CONTRACT.

Grain Dealers Journal; I notice several forms in the Journal, which are used by grain dealers. The form of contract herewith is the one I use in buying

### WEIGHMEN SHOULD BE DISINTERESTED.

Grain Dealers Journal: In a recent issue of the Journal I notice our friend, Theo. P. Baxter, of Taylorville, poured some red-hot shot into some of the markets regarding short weights. His experience has been almost identically the same as ours on shipments to some markets and some elevators.

Shortages are entirely too many in some of our best markets, while in some others, like Decatur, we get the best of weights and have no reason to complain. In three of our markets within the past few weeks, where we had reason to make complaint on account of shortages, we were informed by our commission men that some of our grain was sold to and weighed by outside mills and other industries which were not located in the city. This certainly should not be.

If the country grain man knew, in numbers of cases where he was shipping to this or that market, that he was not getting the weights in these

### MEMORANDUM OF AGREEMENT.

This memorandum shows that I have agreed and sold to **J. R. HARRIS**, this..... day of.....189..... bushels of Shelled Corn, to be delivered at his office in **Northboro, Iowa**, which corn is to be, when brought in, in good, sound and dry condition, for which I am, on fulfillment of above contract, to have..... cents per bushel. The same to be delivered on or before the.....day of..... 189.... In case corn is not delivered by the time specified, it is at buyer's option either to take corn at stated price or cancel sale as he may see fit at expiration of time. I further agree to pay all costs and a reasonable attorney's fee in case suit is brought.

I hereby certify that I am now in possession of the said amount of ..... on ..... Township, ..... County, Iowa, and that no execution, mortgage or other lien is on the same at this date; and that said J. R. HARRIS shall hold said.....by virtue of this contract until delivered. I make the above property statement for the purpose of obtaining credit.

Money advanced, \$.....

grain from farmers. I would be pleased to see the forms used by others. J. R. Harris, Northboro, Ia.

### GO SLOW ON NEW CORN.

Grain Dealers Journal: We notice by the grading of corn in Chicago that about 25 per cent on the average of receipts is grading No. 4 and no grade. This, we suppose, is on account of the new corn which has been going into that market.

In our opinion, if the grain dealers of the country were not in such an all-fired hurry to handle the new crops of corn so early in the fall they would be dollars ahead in almost all cases.

Our experience has always been that it is easier to get loaded down to the gunwales on the new corn before knowing how it is going to grade than otherwise. The margins in the business are not large enough to admit of such risks. It is better to go slow and know you are right than to be too rash and get your fingers burned thereby. E. R. Ulrich & Sons, Springfield, Ill.

markets, but at some outside mill, I think it would change his ideas as to where he would ship his grain. The commission man selling it in such a manner should not be surprised if he loses friends and customers. The making of a sale by the commission man at 1-2 cent to 1 cent over the regular market does not always pan out the most money. Transfer elevators or some other means should be devised whereby settlements could be made on the basis of weights at the point to which the consignor has originally billed the grain, and that by disinterested parties. These transfer elevators, or other means, in my opinion, should be in operation on and controlled by each of the railroads running into all of the principal markets of this country.

Just so long as the country shipper stands back and lets his grain be handled and weighed out by whoever the commission man may want to turn it over to just so long may the country shipper be troubled by short weights. Let our different grain associations insist on some radical change in this matter if they want it remedied. Don't



stand back and be robbed by any elevator or mill, but weigh your grain carefully into cars, and if the weights at the other end continue to fall short at any one of them, let the rest of the trade know about it. Keep it up as long as the weights continue to run short. "Eternal vigilance is the price of peace." E. R. Ulrich, Jr., Springfield, Ill.

#### REVENUE STAMP NOT NECESSARY.

The Internal Revenue Commissioner has recently issued a decision of great importance to every country grain buyer and miller, in fact of interest to every one who buys produce from farmers and issues therefor a ticket to be paid by local merchant or banker. It has

were the cashier to be several miles from the elevator. This opinion was enlarged upon and reiterated in the Grain Dealers Journal for January 10th, which also contained form of tickets that could be given by grain buyers to farmers without stamping. Many dealers have profited largely by adopting the form of ticket and receipt recommended by the Grain Dealers Journal over a year ago.

The new ruling made by the Internal Revenue Department is as follows:

"Grain tickets and the like may be cashed by a regular employe of the company issuing the same, and directly to the parties to whom they are issued, without liability to the stamp tax; and they may also be cashed by a person not a regular employe of the company is-

ets and the like, and for no other purpose."

This will surely be received with delight by grain, seed, hay and cotton buyers everywhere. It will mean a saving to some large elevator companies of several thousand dollars a month, that is, providing of course they have not been using the form suggested by the Journal heretofore. In that case the decision will not effect any further saving to them.

The revenue collector at Omaha has recently sent a letter to the Secretary of the Nebraska Grain Dealers' Association from which we take the following:

Omaha, Neb., Nov. 15, 1899.

Mr. A. H. Bewsher, Secretary Nebraska Grain Dealers Association, Omaha, Neb.

Sir: I beg to inform you that the decision of the Honorable Commissioner Wilson did not contemplate to exempt from taxation any papers drawn in the form of checks or orders for the payment of money as those submitted by you.

It was intended to cover only such memoranda or tickets as were not orders for the payment of money on account of the form in which they were drawn, but which became so by being negotiated or paid by third persons; the order to pay being implied from the fact of payment, such "tickets" showing on their face simply the name of the producer, the amount of produce sold by him, the amount due for same, and signed by the purchaser, but containing no order for payment.

From this decision, it appears that such "tickets" need not be stamped if they are paid out of funds belonging to the companies issuing the tickets and which are set apart for that sole purpose. By being set apart, I infer that such funds are not to be intermingled with other funds belonging to the bank or other persons. Respectfully,  
J. E. HOUTZ,  
Collector.

It will be well for dealers to note carefully the details of the form published herewith. Some of the elevator companies, who have been using these

SPENCER GRAIN CO.	Draft No. {	_____ 189
	\$	
	Received of Spencer Grain Co.,	
	_____ Dollars,	
	which _____ hereby agree not to lend or use in any manner except for the purpose of paying for grain and other produce for said firm.	
	Receipt No. _____	

Form of Receipt given by Banker or Merchant to Grain Buyer for Money Deposited.

never been the practice of the majority of grain buyers to keep money in their elevator offices in sufficient amounts to pay for grain bought. It would be inconvenient to do so, hence their grain tickets have been paid by one or more local merchants or a banker.

It was clearly explained by a correspondent of this Journal in our number for October 10th, 1898, that grain dealers could readily avoid the payment of the onerous tax by using forms published at that time and republished on this page.

Several of the internal revenue collectors were disposed to discourage the use of any such forms and recommended the making of rules which should more specifically provide for the stamping of all tickets issued to farmers for grain. The internal revenue collector at Omaha also recommended an increase in the tax. To all of these recommendations the Grain Dealers' National Association protested most vigorously. The association also collected many petitions for a reduction of the burdens forced upon the country grain merchants by the internal revenue tax and especially for relief from the tax upon grain tickets issued to farmers.

The recent ruling of the internal revenue commissioner fully sustains the position taken by the Iowa correspondent of the Grain Dealers Journal, whose article was published over a year ago. It was not maintained even by the most conservative collector that it was necessary to stamp grain tickets issued by grain buyer, who employed a bookkeeper or cashier at his scale office and had him pay the tickets. Stretching this point, our correspondent maintained that the grain buyer might employ whom he desired to act as his cashier. It would not change the relationship any

using the same, provided the company deposits money with said person for the specific purpose of cashing these tickets, and providing the tickets are cashed out of the buyer's own money and no other.

SPENCER GRAIN COMPANY.	No. _____	Station, _____	1899.
	Bought of _____		Grower,
	Net Bu. _____	Grade _____	Grain _____
	At _____ per Bu. \$ _____		
	SPENCER GRAIN CO.		
	Per _____	Agent.	
	\$ _____	Received of SPENCER GRAIN CO.,	
			Dollars,
In payment of above Grain upon the express representation by the undersigned that the above mentioned Grain is not subject to any landlord's lien or chattel mortgage.			
		Grower.	

Form of Ticket given by Grain Buyer to Farmer.

"Under the above ruling a bank would be allowed to cash grain or cotton tickets without requiring stamps on said tickets, providing the party issuing the tickets deposits funds with the bank for the specific purpose of paying these tickets, which funds the bank must keep separate and distinct from its general deposit funds, and providing the tickets are paid directly to the parties to whom they were originally issued. It must be understood that the funds so deposited are for the specific purpose of cashing grain or cotton tick-

forms, have gone so far as to pay the banker or merchant, who acts as cashier, a small sum for his services and to take receipt therefor. It should be noticed by those desiring to use these forms that the banker or merchant in giving receipt to the grain buyer for money deposited agrees not to lend it, or to use it except to pay for grain as the agent of the firm depositing the money. The banker or merchant is really the cashier for the grain buyer. It does not matter that the grain buyer pays no salary to the cashier so long as



the cashier acts as agent for the grain buyer and not for himself.

It should be noticed also that the ticket issued by the grain buyer to the farmer has none of the characteristics of a check or order for the payment of money. Attached to each ticket issued is a form of receipt for the money to the grain buyer, not the merchant or banker. This of course is to be signed by the grain seller.

The grain tickets will be used in such large quantities that it would be well to have them printed. The receipts given by the merchant or banker who is to act as cashier for the grain buyer can be written, as not many will be required.

The decision will give the grain and cotton buyers of the country who have not adopted the forms published in the Journal, additional reason to be thankful next Thursday. This ruling will surely diminish the burden of the war tax levied upon those country grain merchants who have feared to attempt to avoid payment of the tax on their orders and scale tickets issued to farmers for grain. They will now have no reason to hesitate using the forms given herewith.

### DOCKING NEBRASKA WHEAT FOR DIRT CONTAINED.

The grain buyers of the Northwest have long docked wheat for dirt contained, but until this season few, if any, Nebraska dealers followed this very sensible method of determining the amount of dirt in the farmers' wheat. Henceforth, they will use sieves, scales and dockage tables to determine the amount of dirt, and settle with the farmer for grain only. No longer will they pay wheat prices for ordinary dirt.

Secretary Bewsher of the Nebraska association has issued a letter to members from which we take the following:

During the last series of meetings in most divisions there had been taken one more step forward in the way of stamping out evils attending the trade. As you all know, the wheat crop of the past season contained much dirt and foreign seeds. Heretofore, the trade was much given to guessing at the amount of foreign substance the wheat contained, and in many instances buying it without any consideration being given the dirt.

We have urged the dealers to adopt the use of sieves in their purchases, the careful cleaning of the sample and the actual weighing of the dirt and foreign substance contained. Some divisions have unitedly agreed upon this form of purchases, others began using it without any agreement, knowing it to be necessary for the proper protection of their profit account.

When it was seen that the dealers generally looked with favor upon this arrangement experiments were made to find sieves best adapted to wheat raised in this State. Sieves used in the North, where it is universally the custom to buy wheat on this basis, were brought down and tried but found not adapted to the wheat raised here. Fearing that we could not find the proper combination of meshes before the movement began I urged the dealers to buy two screens at their general stores; one a sand mesh, the other a common window screen mesh, and make these sieves themselves.

Since then, after repeated experiments,

we have found a combination of sieves that answer the purpose better than anything yet discovered. This set consists of one sieve of a No. 12 mesh, another No. 10 mesh, and to go under this a pan to catch the dirt. This set is well thought of and is answering all the requirements necessary. Many are using these sieves, and testing the weight of the dirt in their grain tester. Scales are preferable, but to those not wishing to incur the expense, a tester will answer the purpose.

### WEIGHING GRAIN AT ST. LOUIS; CHANGE NEEDED.

(From a paper presented by T. R. Ballard, of St. Louis, at the annual meeting of the Grain Dealers' National Association.)

The problem of securing a system of weighing that will prove satisfactory to all interested is one of vital importance. At the present time it is giving the receivers of grain in the St. Louis market more trouble than any other subject. At present we have two recognized systems of weighing in force. One provided by a state law controlling the weighing in and out of public elevators, under the control and supervision of the state Railroad and Warehouse Commissioners. The other by a city ordinance to cover track deliveries from wagon scales, and the city weighers are also used to some extent by millers, warehouses and private elevators.

The city weighmaster receives a license from the city, and is under bonds. He purchases scale tickets from the city for which he must pay ten cents for each ticket used. This method ought to prove satisfactory as the weigher is a disinterested party in most cases, but it does not. In the first place it makes the charge for weighing a car of grain from track exorbitant, amounting to from \$1.00 to \$1.60. The weighmaster charges 20 cents for each wagon load, and \$1.00 for each car weighed in private warehouse or elevator, one-half of which is the weigher's fee. Many of these weighers own their scales, and where there are two or more scales in or near the same railroad track delivery yards it results in competition for business. The dishonest weigher knowing his man, can and no doubt at times does offer inducements that result in short weights.

There is very little complaint at present of serious shortage in the public elevators on the west side of the river, however many shippers claim the comparative shortage is greater than in some of the other grain centers. There is no regular organized system in force on the East side. Much of the grain is sacked in cars and weighed in a seemingly careless manner by the sackers, or one of their number appointed by the purchaser of the grain and recognized by the Merchants Exchange.

A radical change is very badly needed and the matter is under consideration. Two committees are at work in an attempt to devise some means that will prove satisfactory to shippers, buyers and railroads or other common carriers. One of the committees consists of five receivers of grain, the other of like number of the local Agents. In my opinion the only method that will prove satisfactory is to have the railroads or other common carriers weigh and deliver the grain to purchaser by a weigher

appointed and under the supervision and control of the local freight agent at each terminal.

## ASKED AND ANSWERED

### WHO HANDLES CLIPPED OATS?

Grain Dealers Journal: Will some one please give me address of parties who handle clipped oats for eastern trade, both export and New England market? F. S. Kingsbury, Heron Lake, Minn.

### NO CARS; CAN CARRIER COLLECT HIGHER RATE?

Grain Dealers Journal: I have a few thousand bushels of corn that I sold Oct. 1 and intended shipping during that month. On account of the scarcity of cars I have so far been unable to ship; and Nov. 1 our eastern rates were raised, as is well known. Can the railroad force me to pay the new freight rate when I had the cars ordered away ahead? S. A. Muff, New Carlisle, O.

India's shipments of wheat from Aug. 1 to Nov. 4 have been 477,000 quarters, against 337,000 and 112,000 quarters in the corresponding periods of 1898 and 1897.

Charles H. Dorsey, in the Northwestern Miller, says: Chicago knows how to trap suckers to perfection. Like the sirens of the sea it first allures and then destroys. Chicago has not accumulated its large stock of wheat for nothing, neither is it making its private elevators regular without a purpose. The bigger the stock the bigger the game. Europe and America are now hedging or "shorting" wheat in Chicago, because of the accumulation and regardless of the grading, but what Chicago will do with its victims in time will be a caution. The trap is set, baited with a sure thing as usual, and the innocents are going in in droves. Watch the result.

C. Wood Davis, of Kansas, says: Germany's imports of maize have increased more than 500 per cent. in ten years, and those of some other countries nearly as much. As competitors in effecting an increased demand for American maize, Secretaries of Agriculture "are not in it" with the live stock of Europe, as we find the swine of Germany increasing 101 per cent. as against a population increase, in the same period, of 28 per cent.; those of Switzerland increasing 84 per cent., while the population increased but 14 per cent., and the swine of Sweden increasing 123 per cent., although the Swedes themselves increased but 19 per cent. Similar relative increase of swine, as well as of other animals, and population have obtained throughout Western and Central Europe. As increase the people, swine, cattle and horses of Europe, so increase the demand for American feeding grains. As the animals of Europe are increasing faster than the people—as the people are living better they require more meat, more milk, more butter, and more of the services of draft and pleasure animals—the demand for oats and maize increases faster than that for wheat.



## BOOKS RECEIVED.

CLARK'S FREIGHT AGENT'S OFFICIAL GRAIN DEALERS' AND SHIPPERS' GAZETTEER for 1899 and 1900 has just been issued. This is a book of over 200 pages, contains complete grain inspection rules for the states of Illinois, Michigan, Minnesota, Missouri, Pennsylvania, Ohio and Wisconsin, and official lists of grain dealers and shippers on over one hundred different lines of railways. The names are all arranged by railroads. This list is printed on book paper, well bound in cloth, and can be had with either stiff or flexible cover. For copies of this list address Grain Dealers Company, 10 Pacific avenue, Chicago. Price, \$2.00.

SHIPPER'S RECORD BOOK: Rumsey, Lightner & Company, of Chicago, have recently issued a country shipper's record book, which contains features never heretofore placed in such a book. It has space for about 1,500 carloads, the columns being headed as follows: Date of Purchase, Car Number, Grade, Wheat, Corn, Oats, Rye, Barley, Weight, Price, Total Cost, When Received, When Shipped, To Whom Shipped, How Graded in Chicago, Weight, Price, Net, Profit, and Loss. The last half of the book is given up entirely to blank drafts, with stubs, so that the shipper using the book has a complete record of his shipments and drafts made against them under the same cover. It is surely a unique idea and will greatly please country shippers who are so fortunate as to receive a copy. The book is being sent gratuitously to patrons of the firm.

RECEIPTS AND SALES BOOK is designed for the use of receivers to record their receipts and sales. The left hand or receipts page is ruled both ways and has the following column headings: Date Received, Number Consignment, Owner and Residence, Articles, Number and Description, Where Stored, Charges, Description, Dollars and Cents, Page of Entry, Day Book, and How Received. The right hand or sales page has twice as many cross lines and the following column headings: Date of Sale, To Whom Sold, Articles, Number and Description, Price, Total Amount, Page of Entry Day Book, Net Sales, and Remarks. The pages are numbered double and indexed in front. The size of the book is 11 1-2x18 inches. It is bound in substantial cloth covers, with leather corners and back, and is printed on the best linen ledger paper. This book is sold at \$1.50 per quire of 80 pages each by the Grain Dealers Company, 10 Pacific avenue, Chicago.

GRAIN REGISTER is the title of a book for the use of country elevator men in keeping a record of weight and number of bushels in wagon loads of grain received. Each page is 8 1/4x14 inches and is ruled for Date, Name, Article, Gross and Tare, Number of Pounds, Price, Amount, Bin Number and Remarks. The use of this book saves dealers much time in adding up the grain account, as all that is required is to add up the "Bushel" and "Amount" columns and post same into ledger grain account. When a farmer sells dealer a good many loads of grain, he can give him a page or more. Then as fast as he hauls in the grain fill out the proper columns and when he has completed his contract, simply add up

the "Number of Pounds" or "Number of Bushels" column, should he have drawn money, put the amount in cash column and you have the entire transactions before you. Each page contains space for 26 wagon loads and each book contains 100 pages, making room for records of 2,600 loads. This book is well made of linen ledger paper and substantially bound in leather. Price, \$1.25. Festner & Clement, Omaha, Neb.

## BUCKET SHOP METHODS.

John Hill, Jr., who is a leader in the movement for reform in methods practiced by members of the Chicago Board of Trade has the following to say regarding bucket shops and bucket shop-ping:

A bucket shop is an institution conducted ostensibly as a commission or brokerage office, but whose proprietor makes few if any trades on the exchanges. Instead, he accepts orders intended to be filled in the open market, reports the orders filled, and takes the risk himself. If the patron loses, his loss goes into the pocket of the proprietor; if he wins, the profit comes from the proprietor.

The term is of British origin, and arose from the fact that many years ago in London certain persons used to go about from street to street with a bucket, draining every beer keg they could find and collecting cast-off cigar butts. Arriving at a den, they gathered for social amusement around a table and passed the bucket as a loving cup, while smoking and rough jokes added to the supposed charms of the occasion. Hence these resorts soon came to be known as "bucket shops," and as gambling formed a feature of them the word came into general use to designate any place where stocks dealt in were neither transferred nor delivered.

The proprietors of bucket shops call themselves "commission merchants," "brokers" or "bankers and exchangers," and to maintain the deception charge a commission for "executing" orders. The profits of the shop are always measured by the losses of the patrons and the commissions charged are gambling odds in favor of the bucket shop. Patrons of such places deposit with the proprietor margins (or security on the trade of 1-2 of 1 cent to 5 cents a bushel of grain and \$1 to \$5 a share on stocks. Thus the person or corporation taking one end of the bet becomes the stakeholder, and when the fluctuations of the market reach the limit of the deposit absorbs the stakes by running a pencil through the memorandum on his sheet and the patron is "frozen out."

The "bucket shopping" of a trade simply means the failure to execute it in the open market and by some trick or device leading the principal to believe that his instructions have been carried out in accordance with the rules of the exchanges. This may be carried on, and frequently is, by a house apparently doing a legitimate business, but who execute fewer orders than they receive and before the close of the day sell out for their own account as much as they have bought for their customers, thus keeping their books even and counter-acting the effect of their customers' trades on the market.

This latter system is fraud and exchanges should deal severely with members known to practice such a system

of deception of the principal by the agent. An honest agent will simply execute his principal's orders and avoid placing himself in a position where his self-interests are opposed to his duty as an agent.

## CLIPPINGS.

The most thorough investigation of the cotton situation that has been made since 1895 has been completed by Statistician Hyde of the Department of Agriculture, and when the final reports as to picking, due Dec. 1, are received, will be made public in the December report. Preliminary estimates by the department indicate that the crop cannot exceed 9,500,000 bales.

The pure feed law goes into effect in New York Dec. 1. Dealers must file an analysis with the agricultural college and obtain a license. All packages must be plainly marked with an analytical statement showing their composition. If feedstuffs are adulterated and sold without acknowledgment of the fact the dealer may be fined and the sale of the articles prohibited within the state.

The Ohio state crop report states that the past month's weather has been favorable for all farm work. The condition of the winter wheat at the end of the month is not the best. Corn has cured in splendid shape, and food is generally in good condition. The husking verifies the report that the late planted corn and that planted on the driest ground filled poorly. In northern sections newly seeded grass fields are doing well. In the central sections pastures are reported very short.

Exports of breadstuffs during the ten months ending October, as reported by O. P. Austin, chief of the Bureau of Statistics, included: wheat, 92,534,344 bushels; corn, 166,802,224; oats, 37,947,385; rye, 4,753,261; and barley, 10,944,720; compared with wheat, 112,037,761; corn, 17,086,505; oats, 45,941,848; rye, 13,244,850; and barley, 3,717,484 bushels, during the corresponding ten months of last year. The total value of all breadstuffs exported during the ten months was \$216,978,685; against \$250,237,455 during the corresponding period of last year.

A. Burlingame Johnson, American Consul at Amoy, China, says: It is interesting to American corn growers to know that for the first three months of 1899, there was imported from foreign countries and coast ports a monthly average of 144,529 piculs (19,270,577 pounds) of rice, to supply the demand for cheap breadstuff for this port and adjacent cities. The average price was above 4 1/2 cents Mexican (2 3/4 cents gold) per pound. Corn meal, grits, and hominy could be laid down here at a price which would undersell rice during more than half the year. It is only necessary to introduce the corn products in an intelligent way, so as to get the people to understand their use. A good demand and an ever-increasing outlet for the surplus corn of our Western States would be created. It would require only a few hundred dollars to do this, yet no mill has been found willing to bear any portion of the expense. One of the largest concerns in the West, when the proposition was laid before it, said it "had nothing to give away, and if Chinese wanted the meal, they could have it by paying cash."



## HANDLING GRAIN ON THE PACIFIC COAST.

Grain grown in the Pacific Northwest is marketed in a much different way than that which is grown in our central west and northwestern states. There are no elevator facilities to speak of in the far West. Grain when delivered to the local dealer is left in the sacks into which it is put at the thrasher. The filled sacks are stacked up in piles, as will be seen by the accompanying illustrations, near the warehouse or elevator, should there be one, ready for shipment.

There is practically no danger of the grain being wet, as it is marketed in

## SUITS AND DECISIONS

The Minnesota supreme court has denied a reargument on the Grindeland law.

Authority of a traveling salesman to solicit orders does not give him authority, after delivery of the goods ordered through him, to cancel or change the contract.

The steamer Toltec and consort Zapotec have been libeled for \$20,000 for breach of contract. The boats were chartered by a lumber company to carry lumber from Duluth to Chicago; and, it

cars which would disgrace even a scrap pile are still retained in service.

In Iowa, when the lease of an elevator site stipulates that the railroad company shall not be liable for loss by fire caused by sparks from locomotives, the insurance company has no recourse, the supreme court of the United States having decided that such an arrangement is subject to local laws. The case arose from the burning of an elevator at Monticello, Ia., on the right of way of the Chicago, Milwaukee & St. Paul Railroad. Sparks from a locomotive caused the fire. The seven insurance companies, which paid the loss of \$23,450, brought suit for the amount against the railroad company, alleging that the exemption clause in the lease was contrary to public policy. The elevator men will have to pay more for insurance if they release the railroad companies from this liability in case of such a fire.

The North Dakota supreme court has reversed the decision of the district court in the suit of Kneeland against the Great Western Elevator Co., and has ordered a new trial. The case has been before the supreme court twice before, and while the original suit involved only \$80, both parties have expended \$1,000 for attorney fees alone, and the end is not yet. Kneeland purchased wheat and flax tickets issued by the elevator company. Instead of selling the tickets as is usually done, he called for the delivery of the wheat and flax on cars at Blanchard, there being about two cars of wheat and one of flax. The tickets called for a certain grade of wheat and a certain dockage. The grain was shipped to Duluth and was there graded lower and docked heavier than it had been when stored



Handling Grain on the Pacific Coast.

what is known as the dry season. One or two seasons much grain in bags was damaged by rains, but this was very unusual. A good grain drier would have been better than the best gold mine that season.

We are indebted to S. C. Armstrong, of Colfax, Wash., traveling agent for the Pacific Coast Elevator Co., for the photographs reproduced herewith. He writes:

"The company has elevators at all the principal grain points on the O., R. & N. railway, and is the only elevator system in the Pacific Northwest. The elevators belonging to this system range in capacity from 30,000 to 75,000 bushels and are built after the most improved elevators throughout the Dakotas.

"The grain is received either in bulk or sacks, at the rate of from 5,000 to 10,000 bushels daily, and is practically loaded and shipped as fast as received to large terminal houses at Tacoma, Portland and San Francisco. Only a small per cent of the crop is handled in bulk, inasmuch as all the grain must be loaded into vessels sacked, hence there is not much inducement for one to build elevators, or even to handle grain through them."

Colfax, Wash., is centrally located in what is known as the Palouse grain belt of eastern Washington and northern Idaho, which produces from 8,000,000 to 12,000,000 bushels annually, the crop for 1898 being 9,500,000 bushels.

is alleged, violated the charter by carrying grain to other ports instead of returning light.

James McGregor, who several months ago fell 75 feet from the Grand Trunk Elevator at Port Huron, Mich., has brought suit against the owners for \$20,-



Handling Grain on the Pacific Coast.

000 damages, alleging that the rope which held the scaffold was rotten.

An agent of the Western Insurance Co. at Indianapolis, Ind., promised to renew a policy; but before the policy was renewed the property was burned. The appellate court decided that the company is liable on a verbal contract.

The Everett Flour & Grain Co., of Atlanta, recently filed suit against the Western & Atlantic Railroad Co to recover \$880. The petition claims that six car loads of corn were shipped to a grain company on May 7, and that on account of the defective condition of the cars in which they were hauled the corn became wet and ruined. The corn was shipped from St. Louis, Mo., and is claimed to have been worth \$880. Success to the grain company. Too many

and ticketed by the Great Western Elevator Co. Kneeland thereupon sued to recover the loss, claiming that the elevator company must guarantee terminal grades and weights, which is the point over which the fight is being made.

Germany, it is said, will increase the duties on grain to provide funds for its navy.

Steel plates are materially cheaper than during the height of the steel boom. Some mills are selling at 2.5 cents at Pittsburg. With a still further reduction in price, which is expected, this material will figure more prominently in the construction of grain storage plants, especially as lumber continues high with no prospects of becoming cheaper.

Fire companies in Toledo paid a \$183,000 loss on elevator property; then they raised the rates 20 per cent. A little too late, wasn't it?—Insurance Monitor. No, just in time to give the elevator men more encouragement than ever to build steel elevators and carry their own risks, or else to place what little insurance they will want with the Millers' National.



## GRAIN CARRIERS.

Lake freight rates have declined to two cents at Chicago and three cents at Duluth.

The Chicago, Indiana & Eastern is to be extended from Matthews to Muncie, Ind.

The Missouri Pacific is considering the extension of three of its branch lines in Missouri.

A railroad 110 miles in length, from Hot Springs to Waldron, Ark., is being promoted by C. C. Godman.

A canal from Grand Forks, N. D., to Duluth, Minn., is being promoted, it is said, by an eastern syndicate.

Central Freight Association members meet at Chicago next week to put up rates to all intermediate points.

The Northwest Arkansas & Indian Territory Railroad will build 50 miles of road between Fayetteville and Tahlequah.

The steamer Denver sprung a leak off Amherstburg, Ont., Nov. 10, damaging its cargo of barley shipped from Milwaukee.

The Soldier River branch of the Chicago & Northwestern, extending 61 miles from Boyer to Mondamin, Ia., was opened Nov. 12.

Ocean freight rates to London have declined four cents from the top. The advance on account of the South African war was five cents.

The Oregon Midland Railroad has been incorporated to construct 60 miles of road from Klamath Falls to a junction with the Southern Pacific.

A meeting of large shippers was held at Chicago Nov. 22 to take steps for the enlargement by Congress of the powers of the Interstate Commerce Commission.

Contracts have been let for the construction of the Kansas City, St. Joseph & Omaha. It is proposed to use the Great Western tracks from St. Joseph to Savannah.

Ten of the forty new locomotives ordered by the Santa Fe have been delivered. During the past nine months this company has added 1,000 freight cars to its rolling stock.

Grading has been completed on 38 miles of the Chicago, St. Paul, Minneapolis & Omaha between Bingham Lake and Currie, Minn. The road is projected to the Dakota line, 108 miles.

Eastbound shipments of grain, flour and provisions from Chicago were 112,202 tons for the week ending Nov. 18, against 113,050 for the previous week and 92,506 a year ago. Grain formed 85,323 tons of the total.

Sixteen states were represented by over 500 delegates at the convention of the Western Waterways Association at Memphis. Congress was urged to continue the improvement of the Mississippi River and some of its branches.

Railroads are devoting more attention to plans for getting the most use of their equipment. Inadequate terminal facilities are believed to be responsible for the car shortage. All agree that the elevator men of the west load cars with a promptness that leaves nothing to be desired.

The lake navigation season which is now closing is remarkable in the decline of the grain trade. In 1897 the lakes carried 69 and the railroads 31 per cent of the grain traffic. This season the lakes have carried 41 per cent and the

railroads 59 per cent. Vessels preferred to accept the high rates offered for the transportation of ore and package freight. Rail rates were low until late in the season, and consequently captured most of the grain traffic.

Records of the Wiggins Co., at St. Louis, Mo., show that in 1878 the average loading of 101,596 cars was 9.4 tons; in 1896, when 426,216 loaded cars were handled, the load averaged a little more than fifteen tons per car, while so far this year the average has been about seventeen tons. The average car capacity was taken as twelve tons in 1878 and thirty tons in 1899. The average loading in 1878 would therefore be 78 per cent of the carrying capacity and about 57 per cent in 1899.

### W. R. BINKLEY.

During the last few years Oklahoma Territory has come into prominence as a grain producing region. This has been brought about by the influx of farmers and the fertility of the soil on which good crops are generally raised. This new country made a most inviting field for the grain dealer, and soon elevators and warehouses began to be built for the handling and storing of grain.

W. R. Binkley, of Kingfisher, Okla., is a grain dealer of twenty years' experience, having first started in business in the corn trade in Central Illinois. From there he moved to Kansas with



W. R. Binkley, Kingfisher, Okla.

headquarters at Wichita, where he made the handling of wheat a specialty, giving his time and attention to track buying in car lots.

When Oklahoma commenced producing wheat the field seemed a favorable one so Mr. Binkley moved to Kingfisher.

It was during his travels over the territory and his business relations with the local dealers that he saw the necessity of a grain dealers' organization, and he became one of the promoters and charter members of the Grain Dealers' Association of Oklahoma and Indian Territories, being elected its first president.

This association is not yet two years old, but its membership includes most of the dealers and it is in a very prosperous condition. It has a man at Galveston and one in Kansas City looking after all shipments made by members of the association. The dealers are well satisfied with the workings of the association, but are always on the lookout for any weak points and stand ever ready to strengthen them.

Hessian fly is reported in the wheat of Ohio, Michigan and Indiana.

## SEEDS.

The condition of clover seed crop in Ohio November 1 is given as 82 per cent by the state board of agriculture.

S. F. Leonard's seed warehouse at Chicago, Ill., was wrecked by an explosion in an adjoining flour mill, which was followed by a fire.

John Reichelderfer & Son, of Cridersville, O., have bought nearly three carloads of clover seed from farmers during September and October, and have 600 bushels on hand at present.

The European crop of red clover seed was poor in yield and quality. Old stocks are small, and large quantities of the American crop will be required. The European market for red clover is very firm.

M. L. McNally, traveling salesman for the Albert Dickinson Seed Co., Chicago, Ill., was struck by a train Oct. 26, near the offices of the company, and received injuries from which he died. He was 50 years old.

O. P. Austin, chief of the Bureau of Statistics, reports flaxseed exports during the nine months ending with September as 545,577 bushels, against 829,494 and 1,087,000 bushels during the same months of 1898 and 1897.

Toledo receipts of clover seed for the week ending Nov. 18 were 4,554 bags, shipments, 2,700 bags; against 4,075 received and 890 shipped during the previous week. A year ago receipts were 4,447 and shipments 855 bags, for the week.

Timothy seed amounting to 10,996,000 pounds was exported during the nine months ending with September, against 8,480,000 pounds and 10,437,000 pounds in the corresponding periods of 1898 and 1897, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of clover seed during the nine months ending with September, as reported by O. P. Austin, chief of the Bureau of Statistics, were 12,901,000 pounds, against 19,196,000 pounds and 6,578,000 pounds during the corresponding periods of 1898 and 1897.

Cottonseed exports for the nine months ending with September are reported by O. P. Austin, chief of the Bureau of Statistics, to have been 25,358,000 pounds, against 21,865,000 pounds and 14,054,000 pounds for the corresponding periods of 1898 and 1897.

New York received during 1898 175,944 bags of grass seed, against 137,234 in 1897, and 130,317 in 1896. Exports during 1898 included 148,580 bags of clover seed and 21,141 bags of timothy seed; against 70,663 bags of clover and 19,138 bags of timothy during 1897.

The total value of all seeds exported during the nine months ending with September was \$2,065,332, against \$2,459,298 and \$2,058,821 during the corresponding periods of 1898 and 1897, as reported by O. P. Austin, chief of the Bureau of Statistics.

September seed exports, as reported by O. P. Austin, chief of the Bureau of Statistics, included 1,378,321 pounds clover, 930,571 pounds timothy, 402,737 pounds cottonseed and 242,446 bushels flaxseed. A year ago the exports were 947,221 pounds clover, 1,079,000 pounds timothy, 753,321 pounds cottonseed and 628,504 bushels of flaxseed.

C. A. King & Co., Toledo, O., Oct. 28. October receipts of clover seed have



been very large. They are about 39,000 bags against 15,500 year ago; 56,000 two years ago; 17,000 three years ago and 25,000 four years ago. Larger part of the crop has been marketed than usual thus early in the season. The high price for prime attracted some.

Brown, also immatured seed, appears to fool a good many shippers, more than anything else. Where there is much of either it reduces the value of the seed. The best way to discover both, is to take a sample of the farmer's seed, put it in a paper box cover, and shake it up well. The brown and immatured seed will then be noticed very easily.—J. F. Zahm & Co., Toledo.

Railroads have made one concession to the shippers of clover seed that will be appreciated by local merchants. Seed can now be unloaded into the freight houses, the shipper to pay a cent a bag and at the expiration of five days he must pay storage. The clover seed men say they have no objection to paying storage, and they only object to the charge for unloading. This arrangement will give seedsmen an opportunity for inspection and a reasonable time to re-

### ASSOCIATION WORK IN ILLINOIS.

(From a paper by C. B. Walters, of Decatur, Ill., traveling representative of the Illinois Grain Dealers Association, presented at the fall meeting of the association.)

All grain dealers should have an abiding faith in the indispensable uses and benefits of mutual association, seek to retain reciprocal relations between producers and dealers and equitable competition between themselves.

Individual confidence and faith in your associates and your association will secure this and provide for a common defense against all who endeavor to turn the regular grain trade from its legitimate channels and promote the general welfare of both producer and consumer. The success of our association as an organization and the benefits to be derived are dependent largely upon the interest taken in the meetings and the co-operation of all its members, both morally and financially.

Those who want help from the association should show first a disposition to help others. The Golden Rule is short, but it will measure more units of equitable profit, true friendship and

dealers in such territory requesting a call from our representative. They have heard of us and not unfavorably. I ask you all to strengthen and encourage those who would turn aside at the moment of success, on the plea that the association has done them no good. Back dues breed discontent and a feeling that a continuance of membership will be unprofitable. If you do not pay your dues promptly and cheerfully and take an interest in the association and its workings, our efforts to aid you will be minimized and the result will be that the association will cease to flourish, but I am glad to say this is not the case, you do take an interest and the association is doing a good work for all.

We must carry the spirit of this meeting home with us, encourage the dealers to be friendly, and the farmers to raise better crops, so that each fall they may receive better prices for their grain, which is not based on our market, but on the law of supply and demand.

We have a number of local or branch organizations established, some have proved successful but all as yet have

### THE HAY OF "HEY! RUBE."



First Mule—Say, aren't you sore on hauling this load of food?  
Second Mule—Sure, I am. Let's balk.



First Mule—Smokeup, his jaylets, is going to move us, is he?  
Second Mule—We know a trick worth two of that, eh?



First Mule—Say, he laughs best who laughs last.  
Second Mule—Ha! Ha!!! Ha!!!

move seed from the freight houses.—Toledo Commercial. The courts have decided that it is the carrier's duty to load as well as unload all freight.

October clover seed died at 1:15 p. m. today. It has been quite a deal. Some people have made lots of money on it, while others have lost. Lowest price at which October seed sold was \$3.75 and the highest \$7.00. Quite a number of our shippers were fortunate enough to make prime seed and undoubtedly made nice money on all that so graded. Others sold October against low grades and suffered quite a loss. The largest bulls had to take in considerable of the actual seed and have it laid away, expecting no doubt that it will be wanted later on at much higher prices.—Zahm's Circular, Oct. 31.

In his November 10 report John Hyde, statistician of the Department of Agriculture, estimates the average yield of hay at 1.35 tons per acre, as compared with 1.55 tons last year, 1.42 tons in 1897, and 1.27 tons, the mean of ten years. There is a decided decrease in the rate of yield throughout the eastern, east-central, southern, southwestern and Rocky Mountain States, in fact, it is only in Kansas, Nebraska, South Dakota, North Dakota and the Pacific States that the yield per acre exceeds that of last year.

final satisfaction, for both competitors and customers than any other. This is the broad foundation on which rests the structure known as the Illinois Grain Dealers' Association. It is not a capitalized trust, with unlimited and exhaustless funds to force arbitrary prices or selfish issues, but a band of grain dealers with courage and hope that time will prove their aims and methods free from censure or suspicion, and worthy of the united support of every regular grain dealer and producer in the state of Illinois.

The membership is increasing and the task of securing members decreasing. Only yesterday a regular dealer made application direct to the secretary unsolicited. In my three months work I have but possibly three who have not given me a cash application and I feel sure of two of these. This all goes to show the good work the association is doing and the success it has attained. Today the Illinois Grain Dealers' Association is more widely known and respected than ever before; where formerly the membership was secured by personal solicitation, now there is not a week passes without receiving inquiries which result in application for membership.

There is still some territory in the state that our association does not cover, but we are receiving letters from

not had a fair trial. We have no better example of the good working of local organizations, than those established under the direction of the Nebraska Grain Dealers' Association.

Secy. Bewsher of the Nebraska Association stated at the annual meeting of the Grain Dealers' National Association, held recently at Chicago, that Nebraska had 17 local divisions, distributed at various points where it was thought the most good could be done. These meetings were a success from the start and have strengthened the state association.

The Illinois Association has eight working divisions, and only two of these are in adjoining territory. There are many advantages in local organizations, one of which is in regard to correspondence. For example if the state had twenty local branches of twenty members each or 400 regular members and the state secretary has any information which he wishes to get to the members, he has but to send same to the secretary of each of the local divisions, they in turn reach their members, thus the 400 members are reached by the state secretary with twenty letters and the labor of reaching the 400 is equally divided. The traveling representative will meet with the local branches and all questions, disputes, and dissensions of the regular dealer can be adjusted, through the assistance of the local divisions.



## THE SUPPLY TRADE

He distanced his competitors.  
He scaled the business height,  
He did it with his little ads,  
Placed in Grain Journal right.

F. D. Babcock, Secy. Grain Shippers' Mutual Fire Insurance Association, writes: Insurance business is growing so rapidly that it takes all my time.

W. B. Wilde & Co., of Washington, Ia., manufacturers of the Washington weigher, have recently consolidated with two rival companies under the firm name of the Hart Grain Weigher Co. with a paid up capital of \$15,000.

Strong & Northway Mfg. Co., Minneapolis, Minn., inform us that they are having an excellent trade in their feed and corn mills and have recently sold the Red Lake Falls Milling Co., Red Lake Falls, Minn., mills for their line of elevators.

Capt. W. C. Bennett of the Barnard & Leas Mfg. Co., Moline, Ill., was in Chicago recently on his way home from Cincinnati, where he was in attendance at the meeting of the Carriage and Vehicle Makers' Association, of which his firm is a member.

C. D. Cole of Bean & Cole, Sullivan, Ill., manufacturers of the Eureka Automatic Car Loader was in Chicago this week making arrangements for the manufacture of their loader on a larger scale, to enable them to meet the increasing demand.

The Webster Mfg. Co., Chicago, Ill., has secured the contract for the supply of power transmission, conveying and elevating machinery for a large oil plant now being erected at Manaus, Brazil. This contract was secured in competition with several large European firms.

The Olds Motor Co., Detroit, successors to the Olds Gasoline Engine Works, of Lansing, Mich., will continue the manufacture of gasoline engines, but will make a specialty of horseless carriage motors, using gasoline as the motive power. The construction of its new factory buildings is progressing rapidly.

The Joseph Dixon Crucible Co., Jersey City, N. J., had a very extensive exhibit of its graphited wood grease, graphite lubricants, silica graphite paint and many other articles at the annual meeting of the American Street Railway Association held recently in Chicago. The exhibit was under the direct charge of A. L. Haasis, who is their New England representative.

Ware & Leland, Chicago, have recently distributed among their friends and customers a little booklet called Bucket-Shop Gambling. It shows the difference between a legitimate commission firm and a bucket-shop, and points it out so clearly that no one need go astray. The rear outside cover contains the firm's card to the public. The booklet is well worth reading and preserving.

E. Lee Heidenreich, contracting engineer and elevator builder, of Chicago, was assaulted and seriously injured by two highwaymen, on the evening of Nov. 21. Almost without warning he was struck from behind, and dragged to the shadow of a building, where the robbers rifled his pockets, securing \$63. Discovered by a stranger, he was taken to the Grand Pacific Hotel and his wounds dressed.

### NORTHWAY'S FEED AND CORN MILL.

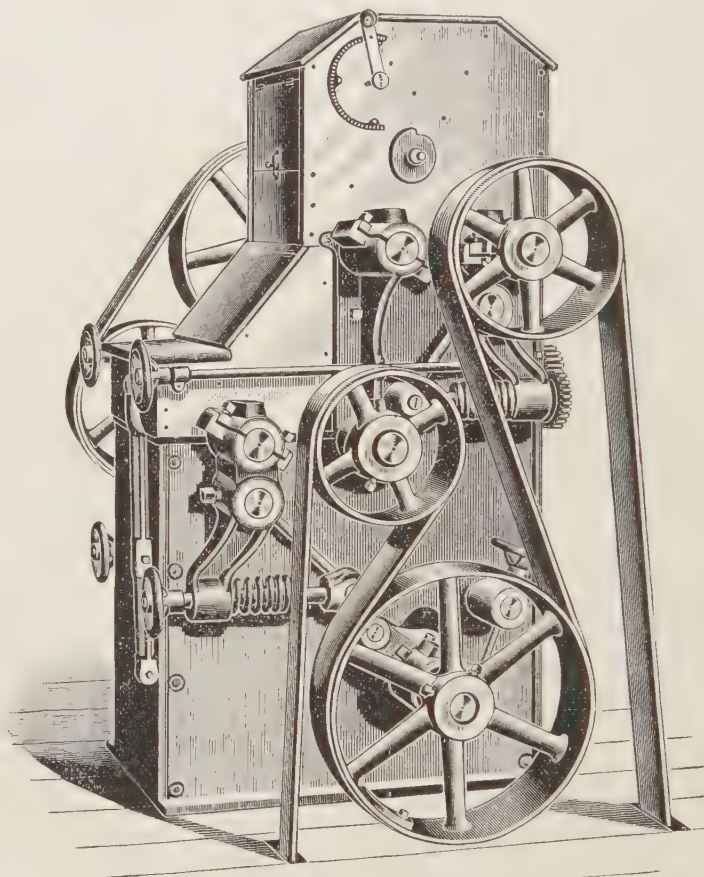
It has long been known to everyone who has given any study to the subject of feedstuffs, that ground feed is much better for stock than unground grain. It is much cheaper, too, even after the expense of grinding is added. Many farmers, who recognize this fact, have put in 15-cent feed mills which serve to supply them with a large vocabulary of cuss words rather than a superior quality of feed. The operation of these cheap feed mills is so difficult, and the resulting product so unsatisfactory, that the farmers now get their supply from those having well made mills of large capacity and of a design which will reduce any grain to the degree of fineness desired at a nominal expense for power. Many elevator men have

not directly under the upper pair, this arrangement is made to permit of a full belt drive being made with one driving belt.

On the eccentric rods which pass through the lower end of the adjustable roll boxes are placed coil springs. These springs are used for keeping the rolls in position for grinding and when once properly adjusted need no further attention. The movable roll boxes are hung on eccentric pivots for the purpose of tramping or leveling the rolls.

The feed is adjusted at the front of the mill by a spring ratchet engaging a segment of the rack on the side of the feeder. It is simple and requires but little attention.

This mill is adapted for grinding mixed feed, corn, oats, barley, etc., and can be used for rye flour, buckwheat flour or corn meal milling. It is guaranteed



Northway's Feed and Corn Mill.

taken advantage of this demand for feed and installed a good plant from which they now receive profitable returns.

The accompanying cut shows Northway's Two-Pair High Feed and Corn Mill. It is driven with one single belt from below the floor. It can be driven from either side of the machine, from a shaft running in either direction equally well. The mill has an adjustable counter-shaft for tightening the belts. This is adjusted up or down by a hand wheel and screw on either side of the machine. The main belt drives the fast rolls; on the opposite end of this counter shaft, from the driving side, is placed a pulley, a belt from which drives the slow rolls and maintains the desired differential speed in the rolls. The lower pair of rolls are

to be light running and to grind an unusually large amount of feed per hour for the power used. Further information will be supplied by the manufacturers, Strong & Northway Mfg. Co., Minneapolis, Minn.

The last Missouri crop report states that in most of the eastern, central and southern counties the weather during October was favorable for wheat sowing, and although in some districts the soil was too dry for quick growth, as a rule the seed germinated well, and at the close of the month the crop looked very promising, but in many of the northern and western counties drouth prevailed until the 25th, the soil was extremely dry, considerable seed failed to germinate, and some that came up died from lack of moisture.



## CLIPPERS AND CLEANERS IN COUNTRY ELEVATORS.

(From address of Robert Bell, Fowler, Ind., made at annual meeting of Grain Dealers' National Association.)

Country shippers as a rule have good elevators and to conduct them on successful lines it is necessary that they should be equipped with up-to-date cleaning machinery, so that all grain shipped to market will grade. You will not then be annoyed by its not grading, or by being docked for dirt.

It is always a loss of money to ship dirty grain, for you are getting a lower price for it, besides paying freight on the dirt. Clean grain always brings the top price and saves lots of trouble to both shipper and receiver. No country elevator man can conduct a successful business without having the very best cleaning machinery obtainable. The day of the unequipped country elevator is fast passing away, as they can not compete with the modern country elevator which enables shipper to load his grain in prime condition.

The address of Chief Grain Inspector Noble before this association today clearly shows the need of cleaning machinery in every country elevator. Shippers complain so much against Chicago grades, would find if they removed the dirt, broken grain, chaff, sticks, and straw from the grain before shipment, that the returns would be very different, and insure a surprising addition to their yearly profits.

I have a clipper in my elevator and it has been a money maker. I think all country elevators with good eastern shipping facilities should have one. If you have a good quality of oats, clipping makes them a fancy grade, and they will bring the top price in eastern markets where the best clipped oats are consumed. But if they are of an inferior grade, cleaning out the filth and clipping, makes them merchantable. They will bring a good profit for the labor of clipping over and above the loss by shrinkage, as the clipper dust properly cared for by a dust collector furnishes all the fuel necessary to clip them, therefore the expense is principally the shrinkage which varies according to the quality of the oats.

Another reason why country elevators should be equipped with clippers is that if you have good oats, they will bring more in eastern markets, shipped direct, than after they have been shipped to some clipping house and mixed with oats of a lower grade. If freight rates are maintained you have an equal chance with the large receiving centers, and there is no reason why oats can not be clipped cheaper at the country elevator than at large shipping centers. The capacity of a country elevator is increased by clipping, as the bins will hold about a quarter more.

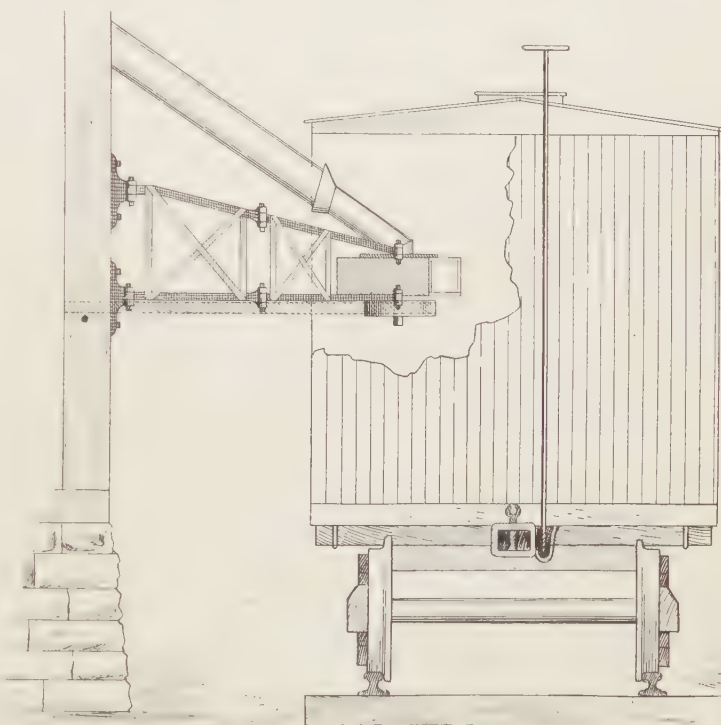
I think if the large receiving house in Chicago would try buying clipped oats from country elevators that a large and profitable business would result.

Wheat receipts at five winter and four spring grain markets for the 21 weeks ending with Nov. 20, in bushels, as compiled by the Cincinnati Price Current, have been 121,813,000; against 136,314,000 and 128,777,000 for the corresponding periods of 1898 and 1897. For the week receipts were 5,673,000 bushels, against 6,042,000 for the previous week, and 10,318,000 one year ago.

## THE EUREKA AUTOMATIC CAR LOADER.

The introduction of power car loaders, which seem to be meeting with great favor among elevator men, sounds another knell for the man with the scoop. The power loaders facilitate the rapid loading of cars and relieve the elevator man of the necessity of trimming cars with a scoop. Dealers troubled with asthma can now load cars without serious results. All men working around country elevators will welcome the power loader with open arms. No longer will they climb out of freshly loaded cars with aching backs and dust filled lungs.

The Eureka Automatic Car Loader, illustrated herewith, is decidedly different in construction and operation from others. It is what might be termed a single machine, having but one drum,



Eureka Automatic Car Loader.

yet it loads both ends of the car at the same time. The Eureka loader is designed to be suspended at side of elevator beneath loading spout by a simple folding bracket, which permits the loader to be pulled back against side of elevator out of the way of passing cars, when not in use. This folding bracket is bolted to hinges on side of elevator, as shown, and has knuckle hinges in middle so that it can be easily moved to and fro, thus facilitating the placing of the loader in position to load car or back against elevator out of the way.

The bracket arms, although very strong, are well braced, thus enabling the loader to be suspended above the grain doors and without resting on the car. The pulley under the drum which propels the loader receives its power by belt from inside the house.

The loading spout which carries the grain from the elevator delivers it to a double spout which carries the grain in equal parts to opposite sides of loader. Only one of the discharge outlets is shown by engraving given herewith,

the other outlet being on the other side for grain sent to opposite end of car. It is natural that the condition and appearance of grain loaded by this loader should be greatly improved, as is claimed.

It is said that the reduction in cost of loading cars is sufficient to pay for this loader in a short time, hence operators of elevators not having sufficient fall to load cars without shoveling must admit that the power loader is necessary to the economical and convenient loading of cars.

The Eureka loader is well constructed, nicely finished and durable. It has few wearing parts, and after being properly started requires no attention from operator until car is loaded and ready for sealing. Any additional information regarding the Eureka Loader may be obtained by addressing the manufacturers, Bean & Cole, Sullivan, Ill.

## OATS CLIPPED IN THE COUNTRY.

Chicago shippers of fancy and clipped oats get good prices. A car of clipped oats was recently sold to an eastern market that tested 46 pounds and sold for 39½ cents, the shipper has an order now for three more cars at 40 cents.

In speaking of oats clipped in the country he said that the country dealers do not know how to clip them for the eastern trade, and that it was not worth the trouble and bother for them to do it as the oats only brought about a quarter of a cent more on Chicago market, but that if they would take more pains and send in their oats well cleaned, so that they would be something fancy and choice, that they would receive more than enough difference in price to pay them a handsome profit.

The prohibition of all rebates or discriminations by public carriers is recommended by the National Grange, which met recently at Springfield, O.



# GRAIN TRADE NEWS.

## CANADA.

An elevator is being built on the spur north of Portage, Man.

Rosebank, Man., has a large grain trade, requiring four elevators.

The McGregor, Man., extension of the Canadian Pacific has been graded for 20 miles.

The Manitoba Southeastern Railway has laid rails for a distance of 90 miles from Winnipeg, Man.

Work is expected to begin next spring on the construction of the Montreal, Ottawa & Georgian Bay canal.

The bean crop in Ontario is proved by threshings to be less than half an average, and growers are selling sparingly.

A grain dealer at Hamilton, Ont., was fined \$5 recently for using the tester to determine the price to be paid for wheat.

The export grades of wheat this season are Nos. 1, 2 and 3 Hard, and the grades of oats, No. 2 White and No. 2 Mixed.

Hugh McLennan, president of the Montreal Transportation Co. and a director of the Bank of Montreal, died Nov. 21.

Feed grinding machinery will be installed in the elevator of Hedderly & Co., at Dauphin, Man., which has been enlarged for the purpose.

H. S. Paterson, grain dealer at Winnipeg, Man., has made an assignment to John Telfer of Macdonald. Mr. Paterson suffered heavy loss by the continued depression in the grain market.

The Hon. Mr. Tarte has modified his plan to build all the elevators at Montreal, holding that one, at least, should be built by the Government, to protect the public against private monopoly.

The Manitoba wheat crop is reported to be short of the estimates. On the Portage plains, where the best of the wheat is said to be marketed, the yield is 15 bushels per acre, which is less than was expected.

It is taken as pretty well assured that the Canadian Government will guarantee the interest on \$25,000,000 for 20 years, to aid the English syndicate to construct the Montreal, Ottawa & Georgian Bay canal.

Finally the Dominion Government has authorized the expenditure of \$4,500,000 on the construction of grain elevators at Montreal and Port Colborne, and twelve full canal size steamers, the Coners syndicate of Buffalo being given a liberal concession.

D. G. Thomson, for years manager of the Montreal Transportation Co. and prominent in the grain trade of that city, is dead. He was born at Falkirk, Scotland, in 1839. A brother, A. D. Thomson, is well known in the grain business at Duluth, Minn.

James Carruthers & Co. have shipped from Montreal on the steamer Greta Holme, the largest cargo of goose wheat ever sent from this continent, comprising about 112,000 bushels. This wheat is destined for Barcelona and Valencia, on the Mediterranean, supposed to be for the manufacture of

macaroni. This quantity of goose wheat took a considerable time to concentrate.

Grain has been grown successfully for twenty years as far north as Fort Vermillion, on Peace River, 350 miles north of Edmonton. This season Mr. Lawrence has 3,000 bushels from 100 acres under cultivation in wheat, oats and barley. Samples taken at random show straw nearly 6 feet long.

## ILLINOIS.

G. S. Miller is building an elevator at Monee, Ill.

G. S. Connard & Co., of Elwin, Ill., are overhauling their elevator.

William Lascelles has begun erecting his new elevator at Capron, Ill.

The P. Weiser Grain Co., of Stonington, Ill., is repairing its elevator.

The foundation for the new elevator at Norris, Ill., has been completed.

S. Braman and James Quick have purchased an elevator at Shannon, Ill.

B. S. Tyler & Co. have sold elevator at Dalton City, Ill., to Scott & Belden.

M. R. Walsh's new elevator at Campus, Ill., is rapidly nearing completion.

The carload minimum on flaxseed at Chicago has been fixed at 30,000 pounds.

D. S. Williams, grain dealer at Chicago, who was reported missing, has returned.

R. J. Riley & Co., of Symerton, Ill., are hauling stone for the annex to their elevator.

A grain elevator will be built at Quincy, Ill., by Knollenberg & Waverling, millers.

J. V. Graff has received \$3,600 insurance on his burned elevator at Fancy Prairie, Ill.

R. B. Evans, for many years a grain dealer at Highland, Ill., died Nov. 8, aged 70 years.

Buehrig & Jung are improving their grain office at Minier, Ill., and putting in new scales.

C. A. Griffin & Co., of Cheneyville, Ill., have completed a large addition to their elevator.

William J. Leadbeater, one of the oldest members of the Chicago Board of Trade, died Nov. 21.

Henry Eversole, grain dealer at Broadlands, Ill., is building a handsome cottage costing \$4,000.

J. J. Daley, of Chicago, is inspecting the elevators of the Middle Division Elevator Co., in Illinois.

Pending repairs to its engine, the Neola Elevator Co., at Millington, Ill., is loading cars with shovels.

A. Hakes, of Long Point, has purchased the grain business of Woods Bros., at London Mills, Ill.

H. A. Reed is enjoying considerable business at Middle Grove, Ill., having completed his new elevator.

W. L. Roseboom of Chicago and associates are alleged to control 16,000 tons of the visible broom corn supply.

Hodgman & Sayer, of Dwight, Ill., have the contract to build an elevator on the I. & I. R. R., west of Streator.

Lyons & East, of Cerro Gordo, Ill., intend to rebuild their elevator next

spring, and to equip with new machinery.

Rapp & Son have leased the grain handling plant of J. L. Eyrse at San Jose, Ill., the latter removing to a farm.

C. E. Baker, grain dealer, Chicago, has filed a petition in bankruptcy, placing his liabilities at \$278,207, with no assets.

Recent sales by the Barnard & Leas Manufacturing Co. include Cornwall corn cleaners to P. Weiser & Co., Stonington.

Smith, Theiss & Co., of Emden, Ill., have remodeled their elevator so that the labor of loading cars is very much reduced.

James Ayers of Kewanee, Ill., has purchased an interest in an elevator at Greenleaf, Kan., to which place he will remove.

The Farmers' Elevator Co., Galva, Ill., is handling flour in competition with the merchants who helped build the elevator.

Illinois state headquarters for the United States crop service have been established at Springfield, in charge of Charles E. Linney.

W. W. Shockey has received the contract to build an elevator at Niantic, Ill., for Mansfield & Delaney, and will begin work at once.

The Chicago underwriters' association is considering an agreement with elevator owners for ten days' notice of intention to use dryers.

H. B. Robertson, grain dealer at Bishop Hill, Ill., is making his office more comfortable and convenient. New scales have been put in.

After examining the books of A. R. Jones & Co., a committee of the Chicago Board of Trade has preferred charges of illegal trading against the firm.

S. L. Fraser is installing extensive feed grinding machinery in the old distillery at Riverdale, recently bought by the American Milling Co., Chicago.

B. F. Lane, of Lee Center, has purchased the McCrea Elevator at Ashton, Ill., and, after remodeling the building, will engage in the grain business.

Joseph P. Hally, confidential clerk for J. J. Steever, grain dealer on the Chicago Board of Trade, has been indicted for defrauding his employer of \$22,000.

D. D. Fouts, Laplace, Ill., Nov. 21: Corn husking is nearly done and the quality is excellent, yield average. No old corn in this territory; not much new sold.

The damage suit of Munday, Settlement & Co., of Litchfield, Ill., against E. R. Ulrich & Sons, of Springfield, for \$50,000, has been dismissed for want of a declaration.

Ira Nelson, a pioneer resident of Ottawa, and for several years engaged in the grain business at Spring Bay, near Peoria, Ill., died of paralysis Nov. 11, aged 67 years.

F. L. Collis, of Triumph, Ill., was in Chicago recently. Having sold his elevator through an ad in the Journal, he is looking for a new location either in Illinois or Iowa.

Emil Pehlke, carpenter, fell from the new elevator on the Calumet River at Chicago. He died an hour later. He was working on a scaffold, and fell a distance of 76 feet.

The Calumet Grain & Elevator Co., Chicago, will put in an entirely new power plant, hopper scales and perhaps increase the storage capacity. The origi-



nal plan was to erect two steel storage tanks.

Boyd, Lunham & Co., of the Chicago Board of Trade, have suffered \$3,000 loss through the crooked operations of a settling clerk, who has been in their employ three years.

B. S. Tyler & Co. have sold their old elevator at Sullivan, Ill., to L. A. Smith, who will rebuild the house. Mr. Smith has been buying for Tyler & Co. at Sullivan for about 2 years.

Wagner & Ellis of Washington have bought the grain elevator at Secor, Ill., of John C. Kingsbury, of Peoria, for \$6,000. Mr. Kingsbury is undecided what business to engage in.

J. H. Williams has purchased the interest of his partner, J. H. Chamberlain, in the elevator business at Farmer City, Ill. The latter will travel for the Henney Buggy Co., of Freeport.

Shearer Bros. have about completed a new elevator at Steward, Ill., of 30,000 bushels capacity. Steward is one of the best grain points in the state and it now has a first class cribbed house.

Noble Bros. and F. C. Bateman, of Foosland, have purchased the elevator at Belleflower and Kumler, Ill., of M. O. Flanagan & Co., taking possession Dec. 1. At Belleflower Mr. Bateman will have charge.

Nearly all of the 40,000 bushels of oats spilled from the bursted bin of the Middle Division Elevator Co.'s elevator at Saunemin, Ill., was saved. The bin was completely wrecked and will not be rebuilt until spring.

Miss Eula Hanson, of T. B. Hanson & Co., was in Chicago recently, and said the firm, which has its headquarters at Villa Grove, Ill., has bought the grain handling equipment of the Hudnut Co., at Fairland, Ill. The old dump will be torn down and a new 35,000-bushel elevator erected.

Kirker & Rodman, Moweaqua, Ill., Nov. 16: Farmers are slow sellers of corn at present prices. Our crop is about an average one, with 30 per cent or all of late planted corn soft and damaged by frost. More feeding than usual, and much less old corn in sight than for many years.

Andrews Bros., whose new elevator at Walnut, Ill., was burned during the summer before they had started to operate it, have rebuilt again. The new house has a capacity of 60,000 bushels and is equipped with modern machinery, car puller and other conveniences. Rebuilding twice in the same year surely shows unusual enterprise.

Ware & Leland of Chicago have recently received additional replies to their inquiry on the corn crop, which confirm their previously expressed opinion that the crop is less than the estimates of the experts. Advices from Nebraska indicate that farmers are not delivering corn freely. Ware & Leland believe this will be the most disappointing big crop of corn ever raised.

Evangeline Claire O'Neill, wife of Harry J. O'Neill, grain dealer at Winona and Chicago, was arrested at Montreal, Canada, Nov. 18, on the charge of defrauding creditors. It is alleged she was about to sail for Europe with several thousand dollars' worth of apparel and jewelry, not paid for. Mrs. O'Neill is said to have been very extravagant, having spent \$200,000 in four years, one item being for a \$1,500 petticoat. Mr. O'Neill was ruined by this

extravagance, and has been compelled to retire from business.

The Barnard & Leas Manufacturing Co. has recently sold to Lyons & East, Cerro Gordo, one Barnard improved corn cleaner; to D. Baird, one little Victor sheller and cleaner; to Martin, Dallmier & Ross, Newton, one No. 2 Victor corn sheller; and to Fairbanks, Morse & Co., one No. 35 special Barnard grain separator, and one No. 1 Victor corn sheller and cleaner.

The sub-committee on transportation of the Federal Industrial Commission held several sessions at Chicago recently to take testimony. Most of the witnesses represented the grain trade. A. B. Stickney, manager of the Great Western, was frank enough to declare that published freight rates are not maintained by the railroads; thus flatly contradicting other railway officials.

Byron McEvers, of Glasgow, Ill., informs us that he has joined with Smith, Hippen & Co., of Pekin, and built a new and commodious elevator at Glasgow on the Illinois River. The building has a stone basement, laid in cement, seven feet high, is 32x52 feet in size, with 40,000 bushels capacity. A gasoline engine of 22 h. p. drives the machinery. Grain will be shipped in barges to points on the rivers.

The directors of the Chicago Board of Trade on Nov. 21 resolved: "That any member of this association who shall have any forbidden relation by telephone, telegraph or otherwise, directly or indirectly, with any person or concern operating a 'bucket shop,' shall be deemed guilty of unmercantile conduct, and punishable under provisions of Section 8 of Rule IV of the Board of Trade of the City of Chicago."

Charles R. and Albert O. McLain, commission merchants on the Chicago Board of Trade, were arrested by the Federal authorities, Nov. 5, for using the United States mails to defraud F. A. Hyke, grain dealer and elevator proprietor at Luverne, Minn., of \$20,000, by means of fictitious wheat deals. The case will be heard next spring by the Federal grand jury. McLain Bros. have transferred their trades to Lamson Bros.

Geo. F. Stone, secretary of the Chicago Board of Trade, recently delivered a convincing address against railroad pooling before the sub-committee of the Industrial Commission at Chicago. In the course of his remarks Mr. Stone said that "Pools are inimical to the public interest; they are in restraint of trade; they prevent competition; they are monopolistic in purpose and effect; they are odious in law, and they are subversive of the very interests railways were created to conserve."

The directors of the Chicago Board of Trade, at a meeting Nov. 21, enacted the following rules: No member of this association shall act as agent for the employe of another member in any transaction in which the name of the employer of such employe appears. No member of this association is allowed under any circumstances to be both principal and agent in any transaction for future delivery of any of the commodities dealt in under the rules of this board. Furthermore, no member of this association, in any transaction for future delivery of any of the commodities dealt in under the rules of this board, shall allow himself directly or indirectly either by his own act or by

the act of an employe or of a broker, to be placed in the position of agent for both buyer and seller.

## INDIANA.

C. F. Davison is erecting a building at Sheldon, Ind., and will buy grain at that point.

Otto Goeke, of A. Goeke & Sons, grain dealers at Evansville, Ind., is ill of typhoid fever.

Lawrence & Busenbark have purchased and will operate the elevator of Mr. Darter at New Market, Ind.

The Wakarusa Mill & Elevator Co., of Goshen, Ind., has made an assignment. Liabilities, \$15,000; assets, \$5,000.

Phillippi & Phillippi have leased the elevator of Captain James Welton at Vincennes, Ind., and are doing a large business.

A. Marlatt, grain dealer at Covington, Ind., who had his hand torn off in a corn sheller, as reported in The Journal, has since died.

J. P. Shoemaker, of Daleville, Ind., has recently purchased a No. 2 Barnard improved corn cleaner of the Barnard & Leas Manufacturing Co.

The many friends of Warren T. McCray of McCray & Morrison, Kentland, Ind., will be pleased to learn that he is rapidly recovering from his recent serious illness.

H. C. Arnold will operate the elevator hitherto operated by T. C. Neal & Co., at Montpelier, Ind. Amos Nelson, of Bluffton, will have charge, and has purchased a residence for his family.

McCray, Morrison & Co. have purchased a new dump and elevator to enable them to handle ear corn conveniently at their outside cribs at Remington, Ind. No shoveling is necessary.

Cornwall corn cleaners have been sold by the Barnard & Leas Manufacturing Co. to New Bros., of Gem and Greenfield; Cal Baum, of Coles; Ford & Donnelly, of Kokomo; and Nordyke & Marmon Co.

Joseph Phillips, grain dealer at Wheatland, Ind., will be tried for the alleged embezzlement of several hundred bushels of wheat stored by farmers. Mr. Phillips states that the wheat was not left with him but with his predecessor in the business. His reputation is good.

Grain dealers in northern Indiana are disregarding the law passed by the last legislature making the standard weight of ear corn 70 pounds before and 68 pounds after Jan. 1. Corn is being bought at so much per 73 pounds, no mention being made of bushels in the contract.

Victor corn shellers have been recently purchased of the Barnard & Leas Manufacturing Co. by Goodrich Bros., Hay & Grain Co., Winchester; New Bros., Gem; Geo. Bridenbucher, Dunreath; J. P. Shoemaker, Daleville; Maegerlin & Davis, Coal City; and Nordyke & Marmon Co.

W. Marlatt of Covington, Ind., writes: My father, A. Marlatt, met with an accident, Oct. 9, which caused his death. My father could handle grain at a higher price and for less money than any of his competitors, for the reason that it cost him very little to handle it, and having access to both Wabash and Big Four railroads, he could ship to the best markets. By buying large quantities at a small gain he could make more than buying a smaller quantity with a little more on the bushel for handling. In



fact my father paid according to the bids he received each morning, and by his fair dealings handled the bulk of the trade. It is true that he paid all he could for grain; but he was not the kind of a man that would lose money to spite others.

Philip Sheridan Daubenspeck, grain dealer at Glenwood, Ind., is under arrest on the charge of embezzlement. It is alleged he sold stored wheat and applied the proceeds to his own use. Mr. Daubenspeck's elevator was burned in August, causing him heavy loss; and proceedings have been begun to declare him a bankrupt.

## IOWA.

Mr. Miller contemplates building an elevator at Stockton, Ia.

Considerable barley is being delivered to elevator at Wolcott, Ia.

The burned elevator at Clinton, Ia., is to be rebuilt by local capitalists.

I. H. & Charles Redfearn have leased their elevator at Wever, Ia., to other parties.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The Western Grain Co., of Winona, Minn., has been incorporated to do business in Iowa also.

Follett & Emert, of Waterloo, Ia., have improved the facilities for handling grain at their elevator.

James A. Yates contemplates building an elevator at Woodbine, Ia., on the I. C. and Northwestern railways.

C. C. Feil & Co. have leased and will operate the new elevator on the C., M. & St. P. railway at Charles City, Ia.

D. K. Unsicker, Wright, Ia., Nov. 13: Grain is moving slowly. The quality of corn in this section is chaffy and soft.

C. M. Boynton, the Creston, Iowa, representative of J. F. Harris, was in Chicago this week and reported new corn in good condition.

Our List of the Regular Grain Dealers of Iowa is out. Subscribers of the Grain Dealers Journal can obtain a copy by sending 6 cents in stamps.

E. R. Wiswell expects to engage in the grain business in Illinois. He will sell his elevator at Rolfe, Ia., where his family remains for the present.

James G. Gingles, of Collins, Ia., has had a preliminary hearing on the charge of having appropriated \$5,000 belonging to his employers, the St. Paul & Kansas City Grain Co.

W. H. Smith, for twelve years agent for the Rock Island at Rose Hill, Ia., has resigned to look after the new grain elevator that he purchased some time ago of L. M. Bacon.

Charles Counselman & Co. have nearly 500,000 bushels of oats stored in their new elevator at Des Moines, Ia., and more is being put in. An addition may be built next spring.

B. C. Ragan of Nebraska has purchased the elevator of Mr. Vanschoiack at Elliott, Ia., which has been standing idle for some time; and, after making repairs, will place it in operation.

C. C. Buck writes that he has sold his elevator at State Center, Ia., and purchased the elevator at Garwin, Ia., of Iddo Beery. After taking possession in September, Mr. Buck remodeled the plant and installed a gasoline engine. The Northern Grain Co. is building an elevator at Garwin on the site of ele-

vator owned by C. Christenson, which was burned in February.

S. Nelson has bought the old elevator at Oskaloosa, Ia., and removed the machinery. Corn will be stored in the building. Mr. Nelson has raised his new grain house, which had settled badly.

W. S. Richie, a pioneer grain dealer of Muscatine, Ia., died Nov. 14. He was born in Pennsylvania in 1832, and went to Muscatine in 1857. During the civil war he was a member of the First Iowa regiment.

G. A. Stibbens, secretary, informs us the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will hold its next meeting at Council Bluffs in December, the exact date to be announced later.

Stockholders of the Davenport Malt & Grain Co., Davenport, Ia., held their annual meeting Nov. 7. A 7 per cent semi-annual dividend was declared. The old officers were re-elected as follows: President, Henry Klindt; vice-president, Claus Stoltenberg; secretary, Henry Bremer; treasurer, Charles Pasche; directors, Henry Wulff, Alexander Stockdale and P. Feddersen.

## KANSAS.

Work has begun on the L. K. & W. elevator at Holton, Kan.

The Cole Elevator at Horton, Kan., has been purchased by J. S. Henney.

At Clyde, Kan., Chas. F. Orthwein's Sons are building an elevator on the Rock Island.

Mr. McAfferty, of Kent, Ia., has bought the grain business of J. H. Kinnear at Powhatan, Kan.

J. D. Harpster, of Willis, Kan., has bought an office of J. P. Wilder and will buy grain at that point.

Frank A. Jones has engaged in the grain and coal business at North Cedar, Kan., where he has an elevator.

On his return from the East, Secretary Smiley of the Kansas Grain Dealers' Association passed through Chicago.

At Bennington, Kan., an elevator has been purchased and will be repaired by the Peavey Elevator Co., of Minneapolis, Minn.

The Barnard & Leas Manufacturing Co. has sold to the Great Western Manufacturing Co., Leavenworth, one No. 0, one No. 1 and one No. 2 Cornwall corn cleaners.

Secretary E. J. Smiley informs us that the annual convention of the Kansas Grain Dealers' Association will be held at Topeka the latter part of January or early in February. Immediately after the meeting the members will make an excursion to Texas.

J. D. Rippey, Stafford, Kan., Nov. 20: The fall wheat of this country looks better than ever before at this time of the year. Rains have been plenty and the plant covers the ground. Corn is moving quite freely and all grades No. 2.

E. L. Horth, of Centralia, Kan., wishes to build an elevator, and has applied to the Missouri Pacific for a site, which Superintendent Rathburn refuses to grant, there being already two elevators at that point, operated by the Greenleaf-Baker Grain Co., and Denton Bros.

J. B. Hupp and Frank Oldfather have purchased the grain business of George H. Saunders at Pratt, Kan., the latter having been appointed deputy grain inspector at Coffeyville, to succeed E. D.

Morgan, who was the strongest candidate against McKenzie for state grain inspector. Mr. Saunders is a republican and a popular man.

Homer C. Galloway, former weighmaster at Topeka, Kan., has brought suit against State Grain Inspector A. E. McKenzie for removing him from office, claiming \$5,000 damages on the ground that the charge of incompetency has injured his reputation to that extent. Galloway's allegation that he was removed by McKenzie for personal reasons is untrue. T. L. Ewan, manager of the Capitol Elevator, refused to permit Galloway to weigh grain on the premises, and Mr. McKenzie had either to remove him or discontinue inspection at that point.

## MARYLAND.

Alfred Duttonhofer, grain dealer of Mannheim, Germany, who is visiting the principal American markets, stopped a few days in Baltimore recently.

J. Hume Smith, president of the Baltimore Chamber of Commerce, has returned from his trip to the Rocky Mountains. He was absent three weeks, and from what he saw in the cornfields of Nebraska and Kansas, believes the crop is a large one.

## MICHIGAN.

George H. Ward, at one time president of the Detroit Board of Trade, is very ill in New York.

The McDonald Grain Co. has been incorporated at Bay City, Mich., with \$5,000 capital stock.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Two 10,000-bushel steel storage tanks will be built at Middleville, Mich., by R. T. French & Son, millers.

W. H. Coulter and Fred Hadsell have purchased the grain business of James Johnston at Cassopolis, Mich., and will take possession Jan. 1.

McLain & Co., grain dealers of Battle Creek, Mich., have leased the Whitcomb Elevator at Vicksburg, formerly occupied by Frank L. Thompkins, who will remove to California. Charles A. Morse will manage the elevator.

The rebuilt elevator of the F. & P. M. railway at Ludington, Mich., was completed Nov. 16 and started Nov. 18. George Warden, who had charge of the old plant, will run the new one. Dust collectors and water barrels make the fire hazard less than in the old plant.

## MINNESOTA.

The new elevator at Milan, Minn., is doing a large business.

Wheeler & Houson have placed in operation their new 25,000-bushel elevator at Lamberton, Minn.

Work has begun on a new elevator at Hallock, Minn., the fifth in that town, to be known as the Farmers' Elevator.

Bingham Bros. of Minneapolis have completed an elevator at Tenhassen, Minn., and another at Manyaska, Minn.

Nels Johnson has engaged in the grain business at Gibbon, Minn., at the elevator formerly operated by Ohland & Schweikert.

J. W. Benson & Co. of Heron Lake, Minn., write that they have material on the ground at Jeffers for a new 30,-



000-bushel elevator; and have the new house at Prairie Junction in operation.

The stock of H. J. O'Neill in the National Elevator Co., Winona, Minn., will be sold to pay his indebtedness to the company.

The Hunting Elevator Co. has succeeded L. Phillips in the grain business at Adams, Minn., and has placed Leon Woodward in charge.

The old Wold Elevator at Cannon Falls, Minn., has been purchased by Tennant & Davidson, who will use it to store grain for the local mills.

Many farmers are hauling barley long distances to Winona, Minn., to obtain the 3 to 5 cents higher price per bushel, compared with their home market.

Black rust is reported in the wheat of Western Minnesota by Prof. Otto Luger of the State Experiment Station, who recommends that all barberry bushes, which are the cause, should be destroyed.

The new town of Wilmar on the Worthington extension of the B. C. R. & N. Railroad, near Luverne, Minn., is to have an elevator. It will be built by James Montgomery of Montgomery, Ia., who will operate a lumber yard in connection.

The new elevator at Redwood Falls, Minn., owned by the Atlas Elevator Co., collapsed Nov. 9, depositing 3,000 bushels of wheat on the ground and adjoining tracks. The entire western end was wrecked. It is alleged that the construction was faulty.

F. R. Durant, with G. W. Van Dusen & Co., has made some very useful maps for Minneapolis elevator companies. They are drawn by hand and not only indicate the entire system of railroads in the Northwest, but all the elevators located at each station, their capacities and by whom they are operated.—Northwestern Miller.

"The grain inspection department is not very satisfactory to the grain brokers and slippery option dealers, but the farmers are satisfied with the grading so long as they get No. 1 for their wheat," says the Morton Enterprise. It makes no difference to logicians of the Enterprise variety that No. 1 wheat brings a No. 2 price. To their minds, accustomed to flat sophistries of green-back and 16 to 1 stripe, the state can label rejected wheat as No. 1 hard, and that settles the matter, when in fact, the buyer pays according to the value, no matter what the grade may be.—Minneapolis, Minn., Tribune.

## MISSOURI.

Country shippers are offering Kaffir corn at Kansas City.

The old grain warehouse at Kirksville, Mo., has been removed.

John F. Ryan has engaged in the export grain trade at Kansas City, Mo.

Williams Bros., grain dealers of Galva, Kan., have established an office at Kansas City, Mo.

J. C. A. Hiller, former grain inspector, was recently presented with a fine office desk by his former employees.

Andre Morren, grain importer of Antwerp, Belgium, was in St. Louis recently to arrange the purchase of grain direct.

Alfred Duttonhofer of Mannheim, Germany, while in Kansas City recently, purchased a large quantity of southwestern wheat.

Under foreclosure of mortgage held by the C., B. & Q., the Union Elevator at St. Louis, Mo., has passed into the con-

trol of the railroad company, and will be at once used for the storage of grain.

J. J. Hiddleston, formerly with the Moore Grain & Elevator Co., at Kansas City, Mo., is now with the Great Northern Elevator Co., of Minneapolis. On his departure he was presented with a gold watch.

Alex. Glass, Freeman, Mo., Nov. 22: Very light crop of wheat sown this fall in this district. Corn crop fair average; but not as good as was expected. A good part being fed, there will not be much to ship. Prospects are that a large area will be sown to flax next spring.

St. Louis corn receivers have had their suspicions excited by the fact that Chicago receivers were bidding higher for corn than freight rates will justify. They believe that the Chicago men are granted lower rates, and will endeavor to prove before the Freight Bureau that there is a conspiracy by certain railroads against St. Louis and in favor of Chicago.

Thomas L. Currie of St. Louis, Mo., died Nov. 17. During recent years he was a private grain inspector. Many years ago he was engaged in the grain business at Peoria, Ill., where he made many friends. Shortly after the Civil War Mr. Currie went to St. Louis and engaged in the commission business as the firm Currie, King & Co. Later he became assistant chief grain inspector of the St. Louis Merchants' Exchange, an office which he held until state inspection was established. He leaves a wife, two sons and two daughters.

## NEBRASKA.

The burned hemp mill at Fremont, Neb., is being rebuilt.

At Wahoo, Neb., the Updike Grain Co. is building a 10,000-bushel elevator.

At Gibbon, Neb., the Omaha Elevator Co. has opened its new elevator; with J. L. Hopper in charge.

Secretary Bewsher, of the Nebraska Grain Dealers' Association, sent out, Nov. 15, blank forms for reports on the corn crop and on the next winter wheat crop. Mr. Bewsher's compilation of these reports is awaited with interest, previous summaries issued by him having been remarkable for their accuracy, and far superior to any other report estimating Nebraska crops.

The Barnard & Leas Manufacturing Co. has recently sold one No. 8 Cornwall corn cleaner to the Central Granaries Co., of Holdrege; one No. 2 Victor corn sheller and one No. 3 Barnard double screen corn cleaner to P. S. Heacock, Falls City; and one No. 1 Willford three-roller mill, one No. 0 Victor corn sheller and one No. 0 Cornwall corn cleaner, to J. P. Gibbons & Co., Kearney, Neb.

## NEW ENGLAND.

John O. Hamilton has bought the grain business of John H. Hamilton at Palmer, Mass.

R. H. Snow & Co., of Greenfield, Mass., are laying the foundation for their new elevator.

H. F. Bailey, grain dealer of Bangor, Me., has purchased the mill at Oldtown of W. F. Lowe, and will operate it in connection with his business.

Edward P. Merrill, grain broker, of Portland, Me., writes: Grain has advanced a trifle; the trade is still indifferent. Dealers do not believe in the present millfeed prices. It is said an

understanding has been reached whereby Brunswick, Me., will hereafter be a billing point at Boston rate via color lines.

## NEW YORK.

Joseph Agostini, commission merchant of New York, made an assignment Nov. 16.

A. Diefendorf has purchased the elevator at Chaumont, N. Y., for the storage of grain and hay.

A transfer elevator costing \$50,000 will be erected at Buffalo, N. Y., by the Buffalo Transfer Elevator Co.

Irvin Monroe Thoman, well known as a crop statistician, died of consumption recently, in New York, aged 34 years.

Exports of grain from New York during 1898 included 54,600,000 bushels of wheat, 39,376,000 bushels of corn, 24,584,000 bushels of oats, and 8,417,000 bushels of rye.

Fire at Buffalo, N. Y., Nov. 23, destroyed the elevator of the Husted Milling & Elevator Co., with a large quantity of wheat and corn. Arthur Sickles, an employe, was fatally injured.

The New York Commerce Commission visited Chicago Nov. 23 to take evidence bearing on the decline of New York's grain trade, and to ascertain the impediments to the course of the grain traffic through Chicago and New York.

Grain receipts at New York during 1898 were: wheat, 59,989,000 bushels; corn, 42,752,000; oats, 41,265,000; rye, 7,881,000; barley, 4,919,000; and flaxseed, 2,389,000. Including malt and peas, the total is 161,114,000 bushels, which exceeds the receipts in any previous year. Receipts by canal were 19,407,000 bushels, against 21,828,000 in 1897, and 32,250,000 in 1896.

We are indebted to John W. Ahles, secretary, for a copy of the annual report of the New York Produce Exchange for 1898-9. This is a well-printed volume of 550 pages, containing all of the many regulations of the Exchange, and a list of members, as well as 150 pages of statistics relating to the grain trade of the Atlantic ports and the traffic in other commodities. Tables are given showing the receipts of all grains each year since 1893 at the twenty-five principal markets in the United States and Canada.

New York sent its State Commerce Commission to Chicago recently to learn why the metropolis of the Atlantic coast is losing its grain trade. Among others examined was Geo. H. Marcy, of Armour & Co., who gave the following very good reasons: Everything possible has been done to get rates in favor of Chicago, but Montreal has been the principal factor in benefiting Chicago through forcing a reduction in Eastern rates. Montreal has come to the rescue to such an extent that Chicago did not much care what became of New York. This relief was through the construction at Montreal and Port Colborne of large elevators, to be built by the Connors syndicate, for which purpose the Canadian government has made a substantial grant. The Welland Canal will secure a good deal of the grain which formerly went through the Erie Canal. The syndicate is to spend \$4,500,000 on modern elevators, and have a fleet of a dozen vessels. The present charges of the floating eleva-



tors at New York are fair, but the system is altogether wrong, in that there are too many transfers of grain and too much attendant expense. The remedy for the present trouble is to a large extent in the enlargement of the Erie Canal, enabling the use of boats carrying 30,000 to 35,000 bushels.

### NORTHWEST.

It is said J. Brannon of New York will build a linseed oil mill at Grand Forks, N. D.

The Northwestern Land, Twine & Fiber Co. will erect a flax mill at Wheatland, N. D.

Farmers at Mayville and Portland, N. D., expect to erect a large elevator in each town.

Readers will confer a favor by reporting the grain trade news of their neighborhood.

George E. Nichols has established a branch office of the Van Dusen-Harrington Co. at Fargo, N. D.

The convention of the National Flax, Hemp & Grain Association will be held at Fargo, N. D., Dec. 13 and 14.

The new flax fiber mill at Fargo, N. D., is about ready to go into operation. A large quantity of straw is on hand.

A fire caused by spontaneous combustion in the elevator at Doland, S. D., owned by the Sleepy Eye Milling Co., was promptly extinguished.

The new elevator at Ferney, S. D., owned by the Atlas Elevator Co., built last fall and nearly full of wheat, was burned recently. A carload on track was also consumed.

### OHIO.

Weevil are doing some damage to stored wheat in Ohio.

The Big Four Elevator and mill at Vanlue, O., was burned Nov. 11, with 3,000 bushels of wheat.

A crib to hold 35,000 bushels of corn is being built in connection with the elevator at Belmore, O.

The ruins of the C., H. & D. elevator at Toledo, which was burned months ago, are still smoldering.

E. J. Griffis & Co., of Sidney, have purchased a Cornwall corn cleaner, and C. F. Bosling, of Florida, a Victor corn sheller, Cornwall corn cleaner, elevator heads, boots, pulleys and belt, made by the Barnard & Leas Manufacturing Co.

Ed F. Dennis, deputy grain inspector at Cincinnati, has invented a grain tester which cannot be packed. The device consists of a cup, hopper, crank and cogwheel. The cup is filled automatically, and struck off with a side-wise and cutting motion. Mr. Dennis has applied for a patent.

### PACIFIC COAST.

Grain trade news items are always welcome.

L. E. Blackmore & Co., of Meyers Falls, Wash., will build a grain warehouse.

The Galbraith Grain Co., of Seattle, Wash., is improving its plant, and will add a separator.

The Columbia Grain Co. has been incorporated at Waterville, Wash., by neighboring farmers.

The first full cargo of wheat ever shipped from the Pacific Coast to the Orient will be taken by the bark Haddon Hall,

chartered to load wheat at Portland in January for Yokohama.

Grain receipts at Tacoma were 1,589 cars wheat, 64 cars oats and 24 cars barley during October.

The sowing of fall wheat in the Palouse country is five times as great as usual. As a rule only ten per cent is sown to fall wheat, the favorite crop hitherto having been spring wheat.

A. G. McAdie, of the California crop bureau, in his report of Nov. 13, says: There will be a large acreage of grain in all sections. Early sown grain is coming up and looks well. Green feed is more abundant than for many years at this time.

R. Jamieson, banker and farm owner at Watson, Or., has been experimenting with Sonora wheat for spring sowing. Samples which he sowed this year are reported to have produced plump, bright wheat, weighing 63 pounds to the bushel and yielding 28 bushels to the acre. Another advantage claimed for the wheat is that it matures quickly.

The Hess pneumatic drier furnished to the Mutual Warehouse Co., of Portland, Ore., was completed Nov. 4 and was immediately tested. Some tough wheat was subjected to the fire hose for 45 minutes, and was then exposed to seven hours' rain. After being in the drier fifty-three minutes it was turned out, dry, plump and free from odor, and showing no evidence of the treatment which it had borne. The drier was pronounced a success, and was accepted by the Warehouse Company.

### SOUTHEAST.

H. T. Hackney, grain dealer at Knoxville, Tenn., died Nov. 12.

Send us notices of new elevators, new firms and business changes.

John D. Alvey, of Alvey Bros., grain dealers of Richmond, Va., has mysteriously disappeared.

The Steel Elevator & Storage Co., of Atlanta, Ga., has filed a copy of its charter in Tennessee.

Felton Gill, of Clarksville, will engage in the grain business with C. D. Smith & Co., of Nashville, Tenn.

The Diamond Mills and elevator at Glasgow, Ky., were burned Nov. 14, with several thousand bushels of wheat.

D. W. & A. C. Anderson, dealers in grain and feed at Newport, Ky., are putting in an elevator of 14,000 bushels capacity.

A grain elevator will be built for C. J. Enright at Lexington, Ky., according to plans prepared by Elzner & Anderson, of Cincinnati, O.

The elevator and mill of the F. Raidt Milling Co., at Louisville, Ky., was burned Nov. 13. The stock in elevator was insured for \$2,500.

The Central Kentucky Millers' Association held its annual convention at Lexington Nov. 16. J. Andrew Cain, of Versailles, spoke on the subject of steel storage of grain.

Styce & Durbin, of Dawson, Ky., have purchased a No. 1 little Victor corn sheller and cleaner, and a No. 2 Willford three-roller mill of the Barnard & Leas Manufacturing Co.

The Illinois Central has placed in service a large number of new 80,000-pound grain cars, and is having trouble at New Orleans, the elevators there not being large enough to handle them.

Exports from New Orleans during October included 2,858,634 bushels of

corn, and 1,237,000 of wheat; against 1-720,500 bushels of corn and 704,776 bushels of wheat during October, 1898.

The elevator at Shenandoah Junction, W. Va., recently purchased of S. L. Williams by Lemon & Co., of Shepherds-town, was burned on the night of Nov. 10, together with some wheat and corn. Loss, \$7,000; partly insured.

J. Andrew Cain, of Cain & Rout, millers of Versailles, Ky., informs us that his firm contemplates the erection of a warehouse to hold about 50,000 bushels of wheat; probably of brick, with machinery for moving the grain.

William B. Rucker, Paint Lick, Ky.: The new wheat and corn crop is about half in this section, but the quality of both is extra good. Wheat is selling at 60 cents per bushel, local market; old corn is very scarce and is bringing \$1.85 per barrel; new corn is selling at \$1.55 per barrel. Millers in this section are getting corn from western states, and shipping it here for less than home corn can be bought for.

### SOUTHWEST.

Work is progressing on the new elevator of C. F. Orthwein's Sons at Pond Creek, Okla.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

An elevator of 70,000 bushels capacity is being built at Blackwell, Okla., by the Blackwell Milling & Elevator Co.

L. B. Cooper, of Eda, Okla., expects to build an elevator when the new line of the Missouri Pacific reaches that point.

Fire at Fort Smith, Ark., destroyed the warehouse of the Western Grain Co., together with 70 tons of hay. Loss, \$1,350; insurance, \$600.

The elevator at Chickasha, Ind. Ter., operated by Tom Cook and owned by Mr. Graves of Okarche, Okla., was burned Nov. 15. Loss, \$10,000; no insurance.

D. J. Hayes, manager of the Little Rock Elevator Co., Little Rock, Ark., was severely bruised recently by falling from a buggy drawn by a runaway horse.

Grain Inspector Prouty of Oklahoma says that every elevator along the Rock Island is full of wheat, while the shippers are waiting for cars. Farmers hold 50 per cent of the wheat crop.

Complaints having been received that weevil is injuring stored grain, the director of the Oklahoma experiment station advises the use of carbon bisulphide. To use the gas the grain to be treated should be in reasonably tight bins. The gas will not penetrate more than about three feet in depth in the wheat, and it should therefore be introduced into the central part of the bin by fastening a wire screen over the end of a pipe of sufficient length and forcing the pipe down and pouring the liquid into the pipe, when it may be withdrawn and forced into another place.

### TEXAS.

Send us notices of new elevators, new firms and business changes.

Cochran & Mason, grain dealers at San Antonio, Tex., have been successful by Mr. Cochran.

Maury M. Spencer, dealer in grain and hay at Galveston, Tex., on Nov. 10 suffered loss by fire.



The Fort Worth Board of Trade has been chartered at Fort Worth, Tex. No capital stock; assets, \$6,500.

The Itasca Roller Mills & Elevator Co. has been incorporated at Itasca, Tex., with \$10,000 capital stock.

The Richardson Grain Co., of Kansas City, Mo., will be represented at Galveston, Tex., by M. H. B. Perrine.

### WISCONSIN.

L. E. Wheeler, grain dealer of Randolph, Wis., is bankrupt.

The A. G. Wells Co.'s new grain warehouse at Askeaton, Wis., will be built by Fred Kreger.

The L. Rosenheimer Malt & Grain Co., of Milwaukee, Wis., has completed a large addition to its plant.

The new elevator of the Cargill Co. at Wrightstown, Wis., is receiving 5,000 to 6,000 bushels of grain daily.

The Cargill Co. has installed two scales of 80,000 pounds capacity in the new addition to its elevator at Green Bay, Wis.

N. C. Michaels and H. F. Sackett have formed a partnership as Michaels & Sackett, to conduct a grain business at Campbellsport, Wis.

### FROM OUR CLIPPER.

Wheat that has been sealed in a jar at Wisbech, Eng., for sixty years is now to be sowed for a test of its vitality.

Large quantities of grain are being shipped from Bombay to the interior famine districts of Gujarat, Kathiawar and other parts of India.

The Union Broom Supply Co., the recently incorporated combination, has purchased 20,000 tons of broomcorn, and is said to control the market.

Hops imports for the nine months ending with September were 639,454 pounds, against 953,836 pounds for the corresponding period of 1898.

Exports of hops for the nine months ending with September were 9,786,000 pounds, against 10,214,000 pounds for the corresponding period of 1898.

Hay exports for the nine months ending with September aggregated 43,220 tons, against 65,599 tons for the corresponding months of last year.

Hay amounting to 43,810 tons was imported during the nine months ending with September, against 1,335 tons during the corresponding period of 1898.

O. P. Austin, chief of the Bureau of Statistics, reports that during the nine months ending with September 711,153 pounds of rice and 11,009,336 pounds of rice, bran, meal and polish was imported, against 531,181 pounds of rice and 5,196,927 pounds of rice bran, meal and polish during the corresponding period of 1898.

The five corn oil refineries in the United States are said to consume between 10,000,000 and 20,000,000 bushels of corn and corn waste each year. The consumption has rapidly increased, especially for the manufacture of soap, and dealers have been enabled to advance the price from \$3.25 last year to \$4.50 per hundred at present.

F. G. Ely of Chicago on Oct. 23 bought three cars of fancy No. 3 white oats at 30½ cents, Chicago, and sold the lot on the New York and Boston market at a profit. The market at the time was 25½ cents. The moral for the grain dealer is to consign his oats for sale by sample. It pays to put grain in first-class condition before shipping.

## PATENTS GRANTED

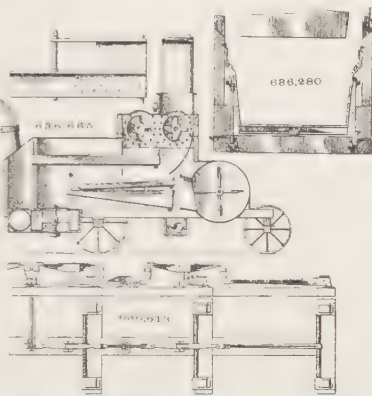
Joseph William, Jr., of Pittsburg, Pa., has been granted letters patent, No. 636,478, on a gas engine.

Charles D. Cox and Frank Gray of Chicago, Ill., have been granted letters patent No. 635,749 on an automatic sprinkler head for fire extinguishers.

Thomas L. Sturtevant of Quincy, Mass., and Thomas J. Sturtevant of Framingham, Mass., have been granted letters patent, No. 636,469, on a grinding mill.

John W. Raymond of Buffalo, N. Y., has been granted letters patent, No. 636,451, on a gas engine, and assigned same by mesne assignments to the Standard Automatic Gas Engine Co., Oil City, Pa.

Jasper N. Nutt of Sidney, O., has been granted letters patent, No. 636,280 (see cut), on a hopper for feeding grain. This consists principally of a hopper pivotally supported and a means for giving it a reciprocated motion.



Samuel F. Hicks of Chillicothe, Ill., has been granted letters patent, No. 636,665 (see cut) on a corn sheller. The shelling cylinders are adapted to rotate in the same direction, the cylinder casings comprise a series of spaced-apart rings with circularly arranged rods extending through the rings. There is a passage way between the casings at one end and a means for removing the cobs from the corn from the other end. The sheller is equipped with a fan and blower, screens and an elevator for placing the corn in the feeding hopper.

Stephen J. Austin of Terre Haute, Ind., has been granted letters patent, No. 636,613 (see cut), on a platform scale. In this scale the rear lever is mounted upon a twist shaft, which is provided with platform bearings. A multiplying lever is connected end to end with the rear lever. A short arm lever is mounted upon a twist shaft, provided with platform bearings located between the ends of the multiplying lever and connected with it at an intermediate point. An evenor is connected end to end with the multiplying lever and cross beam.

The Venezuela government has decreed that in view of the lack of rain and the consequent shortage of crops, corn, beans, and frijoles introduced through the custom-houses will be exempt from the payment of import duties during sixty days. Rice in the grain will pay only 10 centimos of the bolivar (1.9 cents) per kilogram, or 2.2 pounds.

## GASOLINE ENGINES vs. BLIND HORSES.

Steam and horses are giving way to gasoline engines, writes R. E. Smith in the Northwestern Miller. But however convenient and economical they may be they can never fill the place of the horse from a picturesque point of view any more than an express train can supply the place of the old-time stage-coach and its haughty driver.

Elevator horses apparently take no pride in their occupation, for it seems the most natural thing in the world that even an ambitious horse tramping around in a circle hour after hour to the dull, monotonous rhythm of cog-wheels, should become lazy. Whether natural or not, it is certain that the horses used at the elevators do get both lazy and tricky. When left to themselves, without a driver, and the elevator man out of sight, they simply stop, much to the annoyance of the man, who may be taking in grain at the time. By some happy, or otherwise, chance, it was discovered that a blind horse will keep on in his circular path, never seeming to know that he isn't going anywhere, nor can he tell when the man in charge is out of sight. The poor brute will follow his halter around his little circle from 7 o'clock in the morning till noon, and from noon till night, thinking all the time that he is getting along in the world.

This set the elevator men thinking, with the result that the blind-horse market immediately began to pick up. Poor old blind nags in the Dakotas, Minnesota, and Iowa, were surprised to find themselves in demand. Instead of being allowed to die peacefully in pastures and their bones to be forgotten, they were sought after with an eagerness that made them feel there was really some distinction in being blind. It was not unusual, a few years ago, for an elevator company to buy up a carload of blind horses in Iowa and ship them into Minnesota or the Dakotas. But that time has passed and the day of the blind horse is nearly over. Even now, in the odor of gasoline he can smell, if he can't see, his finish.

### WHY IS SHIPPER SO HAPPY?

Don't you know? Well, he's just had two "Empties" set in. Cars continue scarce. Shippers everywhere are complaining. Some haven't had a car for over a month. They have almost for-



gotten what an "empty" looks like. Can you blame a shipper for feeling "hilarious" when he receives some cars, after waiting several weeks for one?—Zahm & Co.'s Circular.



## COBS.

An improved cotton press at Memphis recently made 100 bales weighing 54,000 pounds of such size that all were placed in a 34-foot I. C. R. R. car of 50,000 pounds capacity, with room to spare for five more.

Referring to the large visible supply of wheat, C. A. King & Co., of Toledo, say there should be an increased home consumption. Labor is very well employed, better than for years. Bread is comparatively cheaper than most other articles of food.

The effect of the change in the classification of hay from sixth to fifth class will be to increase the rate about four cents per hundred pounds, or eight dollars per car. The change goes into effect Jan. 1, and will cause heavy loss to some dealers who have sold ahead on the old basis.

The United States agricultural exhibit is almost ready to be sent to the Paris Exposition. Charles R. Dodge, of the Agricultural Department, has received five tons of samples in four-quart packages. All kinds of corn foods will be prepared by experienced cooks for free distribution to visitors.

Denison B. Smith, in the Toledo Market Report, says: When we read the daily and weekly statements of receipts of wheat at primary markets we are apt to think that settles it, but it don't by a large majority. Think of the quantity daily chewed up by interior mills of which no record is made in daily receipts of the visible supply tables.

A press telegram informs us that the grain house of the Shamokin Powder Co., near Shamokin, Pa., was blown up Nov. 10. It is safe to say that this explosion was not caused by dust from the grain cleaning machinery. Probably the grain itself exploded. If so, it must have been the kind of "grain" the Quakers bought for Washington's army.

The world's wheat crop for 1899, according to the four best authorities, is 327 million bushels less than last year. John Hyde, statistician of the Agricultural Department, says: On the whole, a reduction of more than 300 million bushels is pretty safely inferable, and it would seem that during the current crop year the farmer should obtain satisfactory prices for his wheat.

The astonishing increase in our exports of coarse grains, which has excited considerable interest, is emphasized in the official figures compiled by O. P. Austin, chief of the Bureau of Statistics. During September we exported 17,350,963 bushels of corn, 10,479,144 bushels of oats and 2,786,000 bushels of barley; against 11,816,300 bushels of corn, 2,343,094 bushels of oats, and 158,382 bushels of barley during September, 1898.

The problem of what to do with corn cobs appears to have been successfully solved by the Corona mills of Greentown, Ind. This concern was started five years ago by a grain firm of Toledo, O., which operated a line of elevators yielding a superabundance of cobs. At first the company's elevators furnished all the cobs required, but now they are being bought from other grain dealers in Greentown and Howard county. The operation is a secret. It is suspected that the cobs are ground fine to be mixed with linseed or cottonseed meal and sold as cattle food.

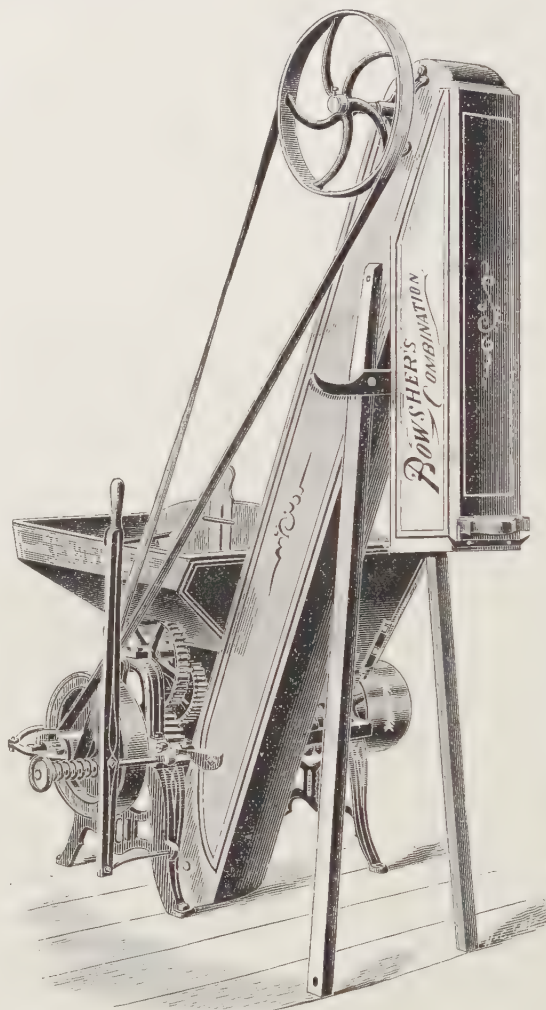
## THE BOWSHER FEED MILL.

In order to supply the farmers and local feed dealers with ground feed many country elevator men are installing feed mills in their elevators. When once put in they are a money earner from the start. Besides placing the elevator man in a position to supply ground feed, it gives him a chance to dispose of his off-grade grain to a much better advantage than he could by shipping same to some terminal market.

sizes ranging from two to twenty-five horse-power, which are sold at a moderate cost.

The higher prices for stock have already encouraged farmers to hold and feed more. This makes an increased demand for feed grinding this season, and it will surely pay country elevator men to be prepared to supply it.

A handsome booklet can be had by addressing the manufacturers, The N. P. Bowsher Co., South Bend, Ind.



Bowsher Feed Mill.

The accompanying cut shows a Bowsher Feed Mill with a sacking elevator attachment. This style of a mill is self-contained and complete. It can be quickly and cheaply installed and made ready for business in a few hours' time. The Bowsher mills having been on the market for ten years, have passed the experimental stage, and new sizes are now added from time to time to meet all demands.

These mills are suitable for crushing and grinding ear corn, as well as the grinding of small grain, and are thus particularly adapted to custom work of the smaller millers and grain dealers. The larger sizes of the Bowsher mills are also used in the largest mills and elevators. These mills do their work on a new principle and have many advantages in the matter of mechanical construction that possess a money-making value for the owner. This line includes

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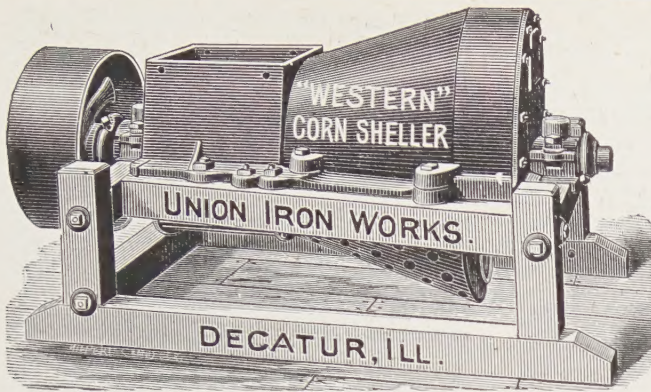
P. T. Andrews & Co., Fort Worth, Texas: We have nothing but commendation of the Journal.

John Sandham of Dow & Sandham, Harlan, Ia.: Permit me to congratulate you on the continued success of the Grain Dealers Journal, as an exponent of the interests of the grain trade.

Seley & Early, Waco, Tex.: Enclosed please find \$1. We think the Journal very valuable to all grain dealers, and we look forward with much pleasure at its arrival, and receive much valuable information. We trust its circulation will continue to grow until the Journal finds its way into every grain dealer's office in the United States.

A large grain elevator is being erected at Harrisburg, Pa.





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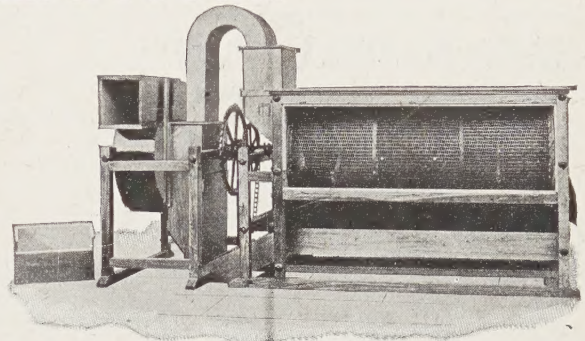
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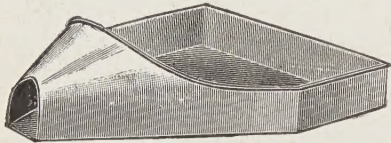
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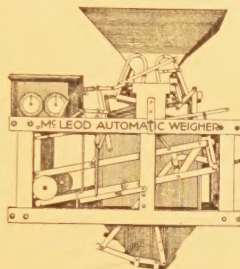
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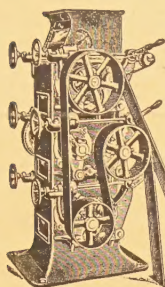
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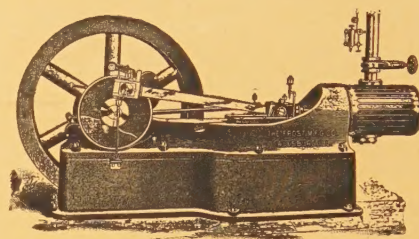
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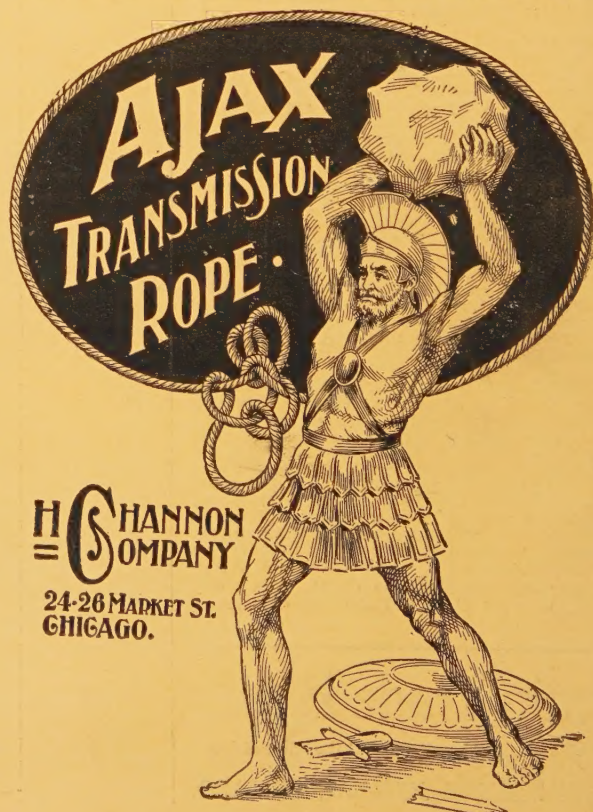
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